Parks Canada Parcs Canada

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PUBLIC RESPONSE REPORT

PLANNING OPTION STAGE

THE FOUR MOUNTAIN PARKS
PLANNING PROGRAM
MARCH 1985

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JUNE 1984

INTRODUCTION

This document is a summary of the public comments received during the public consultation program held in the spring and summer of 1984. At this stage, three options were presented pertaining to the future of the Four Mountain Parks. The public was asked to identify a preferred option for each of the seven frontcountry and four backcountry areas. Parks Canada also asked the public to examine the proposals presented within each option and to delete, change or recommend new proposals in the preferred option that were felt to be appropriate.

Several formats were used by members of the public to comment on the options, including mail-in response forms, letters, briefs and response forms filled out at a series of open house meetings. Twenty-one hundred (2,100) people provided Parks Canada with their comments. A total of 3,334 responses were received. The public meetings, held in Calgary, Edmonton, Banff, Jasper, Invermere, Field, Vancouver, and Victoria, were attended by 1,482 people. The public consultation program was well publicized. It is our opinion that the comments received represent the opinions of a good cross-section of the interested public.

The first part of the public input summary provides an overview of the process used to analyze public comments and a general summary of the preferred options. More detailed analyses are then provided for each planning area.

We would like to thank those of you who took the time to provide us with your comments during the options stage of the planning program. Your comments have been, and will continue to be, used in developing a block plan for the Four Mountain Parks. Your continued participation in the program remains important as we finalize the block plan and develop individual management plans for each of the four parks. The public comments received during the options stage will be used again in the formulation of park management plans.

THE PLANNING OPTIONS.

The planning options stage of the Four Mountain Parks Planning Program provided an opportunity for the public and Parks Canada to consider the effects and implications of a broad range of planning options.

Three options were developed that set out possible future scenarios for Banff, Jasper, Yoho and Kootenay national parks. The options differ with respect to the number and type of visitor facilities developed, the visitor capacity of the parks, and the degree of resource protection provided. Each option was applied to seven frontcountry and four backcountry areas. The public was asked to review and comment on the options for each planning area. A general outline of the options is provided at the beginning of the sections in this report which summarize public responses on the frontcountry and backcountry options.

THE PUBLIC PARTICIPATION PROGRAM

At the options stage, the program encompassed three forms of public involvement.

- a mail program
- open house meetings
- special meetings with interest groups

The mail program began with the mailing out of 12 papers outlining the options in general and how they applied to each of the eleven planning areas. Response forms were included to make it easier to respond and to facilitate Parks Canada's analysis of the comments. Groups, associations and individuals were encouraged to submit letters and briefs expressing their concerns, recommendations and ideas if they did not wish to use the form provided.

Open house meetings were conducted in eight centres in Alberta and British Columbia. Members of the public were encouraged to meet with Parks Canada staff on a one-to-one basis to discuss their interests and concerns. The meetings were held in Edmonton, Calgary, Vancouver, Victoria, Banff, Jasper, Invermere and Field.

Special meetings were arranged by groups who contacted Parks Canada requesting an opportunity to discuss specific topics of concern.

Members of the public were asked to indicate which option (A,B or C) they preferred for each planning area. Respondents were then asked to indicate which proposals within their preferred option, they would like to see removed or changed, and what they would recommend instead. Mixing and matching the proposals across the three options was encouraged.

PUBLIC RESPONSE

Comments were received by mail from the beginning of the program on June 11 to the deadline for submission on August 31. Parks Canada received 2,879 responses by mail.

Fourteen hundred and eighty two (1,482) people attended the open house meetings. Four hundred and fifty-five (455) response forms were filled out and left at the meetings. A total of 3,334 responses were received from approximately 2,100 individuals.

DETERMINING BLOCK AND AREA OPTION PREFERENCES

Most of the public responses, whether in a letter, brief or on a response form, indicated an option preference. In most cases, respondents made deletions and changes to the proposed options or indicated support for the options as presented. Mixing and matching of proposals from one option to another was common. There were only a very few respondents who did not directly indicate an option preference (2.7%). We were able in most cases to infer the option preference from the comments made.

We received:

141 responses on the Overview Paper.

233 responses on the Yellowhead Corridor (Area 2).

293 responses on the Jasper Townsite Region (Area 3).

303 responses on the Icefields Parkway (Area 4).

315 responses on the Lake Louise/Bow Valley Parkway (Area 5).

357 responses on Banff Townsite Region (Area 6).

208 responses on Kootenay Frontcountry (Area 7).

219 responses on Yoho Frontcountry (Area 8).

377 responses on Jasper Backcountry (Area 9).

432 responses on Banff Backcountry (Area 10).

227 responses on Kootenay Backcountry (Area 11).

229 responses on Yoho Backcountry (Area 12).

A total of 3,334 responses were received.

The option preferences indicated by the responses can be summarized as follows:

53%	(1,747)	preferred Option A
31%	(1,046)	preferred Option B
16%	(540)	preferred Option C

The respondents' option preferences were also summarized for each area. The table on the following page shows the relative degree of support for each option within the eleven planning areas.

In many cases, the respondents agreed in general with a specific option, but not with some of the specific proposals within that option. Deletions and changes within each option were noted and summarized. Suggestions for new proposals were also noted and tallied. Deletions, changes and suggestions for new proposals are presented in the area-specific summaries contained in this report.

HOW PUBLIC COMMENTS ARE PRESENTED IN THIS REPORT

Public comments are organized by planning area starting with the seven frontcountry areas, areas 2 to 8, followed by the four backcountry areas. Within each area, comments have been organized according to specific topics which were presented in the options matrix.

For each planning area a brief description of the facilities and resources is given, followed by an indication of the distribution of public preference for the three options as they applied to the area. Specific topics are then addressed.

For each topic three or fewer options were presented in the option matrix. The public support for an option was determined by combining the public preference expressed for Option A, B, or C, with the written comments received. The public provided written comments whenever they wanted to add to or change an option, or mix proposals from more than one option.

There were also written comments which did not pertain to particular topics. These have been summarized at the end of the report.

OPTION PREFERENCES FOR EACH PLANNING AREA

AREA	Number of Responses	A	%	B	%	C	%
1. Overview	141	80	57	33	23	28	20
2. Yellowhead Corridor	233	142	60	57	25	34	15
3. Jasper Townsite Region	293	127	43	105	36	61	21
4. Icefields Parkway	303	131	43	134	44	38	13
5. Lake Louise/Bow Valley Parkway	315	135	43	118	38	61	19
6. Banff Townsite Region	357	210	59	88	25	59	16
7. Kootenay Frontcountry	208	110	53	69	33	29	14
8. Yoho Frontcountry	219	99	45	67	31	53	24
9. Jasper Backcountry	377	210	56	93	24	74	20
10. Banff Backcountry	432	218	50	158	37	56	13
11. Kootenay Backcountry	227	127	56	63	28	37	16
12. Yoho Backcountry	229	158	69	62	27	9	4
TOTALS	3334	1747	52%	1047	32%	539	16%

SUMMARY OF RESPONSES ON THE FRONTCOUNTRY OPTIONS

The frontcountry of the four parks was divided into seven planning areas. Options A, B and C were applied to each area.

In this section, the three options for the frontcountry are outlined, in general, followed by a summary of public comments for each frontcountry planning area.

Option A

Emphasizes maintaining the natural character of the parks. Existing facilities and uses would be examined to see if they were creating undesirable impacts on resources, the visual appearance of the parks, or the enjoyment of the park visitor. If impacts were considered to be unacceptable, solutions would be sought to eliminate or reduce the impact. Facilities operated by Parks Canada would be removed or relocated. If the facility were privately owned, Parks Canada would initiate discussions with the owner to remove the facility to a suitable location. Under Option A, new facilities would not be developed and existing facilities would not be expanded.

Option B

Existing facilities and services, both privately and publicly owned, are acceptable as the basis for providing additional opportunities. This would be done by permitting existing day and overnight facilities to expand as demand increased. There would be a finite limit to the number of visitors who could be accommodated in the four parks, as there is a limit to how much existing facilities and services could be expanded. Facilities would be removed or relocated only under circumstances where severe impacts were occuring. No new facilities would be developed.

Option C

If implemented, programs would be undertaken to encourage more visitors so more could enjoy and understand the parks' natural environment. Option C emphasizes increasing the number of visitors and the tourism role of parks and meeting the needs of a wider range of visitors. Existing facilities would be permitted to expand and new facilities would be developed. This option would require increased private sector involvement in the development and marketing of these national parks. Due to the provision of new and dispersed development, additional environmental impacts would occur.

AREA 2

YELLOWHEAD CORRIDOR

AREA DESCRIPTION

The Yellowhead Corridor region of Jasper National Park extends from the east park boundary, following Highway 16 (the Yellowhead Highway) to the west park boundary, excluding the Jasper Townsite Region. The Maligne River Valley, including Maligne and Medicine lakes, and the Fiddle River valley extending from Pocahontas to the Miette Hot Pool, have been incorporated into the Yellowhead Corridor Region. Also included in the region is the Celestine Lake area, northwest of the Athabasca River.

The Townsite Region, which appears as a circle in the centre of the Yellowhead Corridor region, is considered separately in Region 3.

The Yellowhead Highway is primarily used as a transportation corridor to gain access to other areas of the park or to travel through the park. The main recreational areas in the region are the Maligne and Fiddle River Valleys. A 40 km road follows the Maligne River Valley to Maligne Lake and in the Fiddle River Valley a 15 km road, open during the summer only, provides access to the Miette Hot Pool.

The Athabasca Valley from the town to the east gate is of high importance for a variety of wildlife. It also accommodates many of the park's facilities and uses. The main environmental concerns in the Yellowhead corridor are the maintenance of important wildlife habitat, and the high wildlife mortality along the highway and railway. Particularly important resources in the region include the underground drainage system in the Maligne Valley, which is an internationally significant karst system, and the sand dune complex at Jasper Lake.

The total number of responses received on this planning area was 233.

Options preferred:
- A 60%
- B 25%
- C 15%

TOPIC: ACCESS

Maligne Lake Road (233 responses)

51% of the public who responsed indicated a preference for keeping the road open year round.

44% supported closing the Maligne Lake road in the winter.

3% believed that the road should be closed in all seasons.

1% suggested that the road should be closed in winter, except to snowmobiles.

1% suggested that the road be closed to all vehicles year-round except for a public transit system.

Fiddle River Valley Road (233 responses)

60% suggested that the road be closed during the winter.

26% suggested that the Fiddle River Valley Road be kept open year-round if demand warranted.

14% supported the Option C proposal. The Fiddle River Valley road would remain open year-round. Parking for the Miette Hot Pool would be augmented during peak periods by additional parking in the Pocahontas area and public transit, if warranted by demand.

Celestine Lake Road (233 responses)

57% favoured closing Celestine Lake road. We were unable to determine a preferred alternative from the two choises presented:
i) close the road to public access at Devona, enlarging the backcountry area around Celestine Lake; or
ii) close the road to public vehicular access just past the Snaring River campground. Pedestrian access from Highway 16 to the other side of the Athabasca River would be provided by a footbridge over the Athabasca in the vicinity of the Snake Indian River confluence.

29% preferred no change in the existing situation.

9% supported the Option C proposal. Celestine Lake road would be upgraded or reconstructed to ensure it remained open for public access. Pedestrian access from Highway 16 to the other side of the Athabasca River would be provided by a footbridge over the Athabasca in the vicinity of the Snake Indian River.

4% felt that the footbridge over the Athabasca should not be included in the proposal.

1% recommended closing the road entirely.

TOPIC: ACCOMMODATION

Miette Hot Springs Bungalows - Pocahontas Bungalows (233 responses)

59% favoured upgrading the Miette Hot Springs Bungalows and Pocahontas Bungalows

17% supported the Option B proposal. These outlying commercial accommodation facilities could expand to their leasehold capacities and could be winterized:

- Miette Hot Springs Bungalows (Leasehold is 2.1 ha (5.3 acres). Approximately 80% is currently developed. There are 47 units of visitor accommodation).
- Pocahontas Bungalows (Leasehold is 1.4 ha (3.4 acres) and is developed to capacity. There are 46 accommodation units).

14% suggested that in addition to expansion, redevelopment could be of a higher density type (e.g. bungalow camp replaced by appropriately-designed hotel or lodge).

6% recommended lengthening the season these facilities are open.

2% suggested that a traffic corridor be developed to the facilities.

2% recommended that shower facilities be provided.

Maligne Lake Commercial Accommodation (233 responses)

77% preferred that the existing situation remain with no commercial accommodation provided.

23% recommended that a year-round hotel or lodge could be developed at the north end of Maligne Lake.

Lodge at Celestine Lake (233 responses)

85% preferred that the existing situation remain, and that no lodge be developed.

15% recommended the development of an overnight lodge or bungalow camp at Celestine Lake.

Pocahontas Hostel (233 responses)

54% supported the proposal in Option A. The approved 24-person Pocahontas Hostel would not be constructed unless the Alpine Club of Canada carries out its proposal.

26% supported the Option B proposal. If the approved Pocahontas Hostel is not developed by the Alpine Club of Canada, another non-profit organization would be given the opportunity to do so.

16% recommended that Pocahontas Hostel could be developed to a larger size than approved and that an additional hostel could be provided in the area.

1% recommended that no hostel be built in the area.

2% believed that the hostel should be upgraded and expanded only if the environment is not impacted. (Note: no hostel is presently situated at Pocahontas).

1% supported upgrading with no expansion.

Maligne Canyon Hostel (233 responses)

61% supported the Option C proposal. The Maligne Canyon Hostel in the Jasper Townsite Region could be expanded and relocated to the Maligne Lake area.

35% recommended that it remain in its present location if there is a sufficient demand.

4% believed that there should be no change in the existing situation.

Pocahontas Campground (233 responses)

60% preferred that the existing situation remain.

21% supported the proposed expansion of the Pocahontas campground by approximately 60 sites.

19% supported the proposal for expansion and partial winterization of the Pocahontas campground.

Car Accessible Campground at Maligne Lake (233 responses)

85% preferred that the existing situation remain.

15% supported the Option C proposal. A car-accessible campground would be developed near Maligne Lake.

TOPIC: RECREATION AND DAY-USE OPPORTUNITIES

Livery Operations (233 responses)

84% supported the proposal outlined in Options A & B. No livery operation could be provided in the Fiddle River Valley, and new livery operations would be prohibited throughout the Yellowhead corridor.

14% supported the Option C proposal. A livery operation would be permitted in the Fiddle River Valley.

2% recommended that horse use be banned from this area.

Maligne Lake - Parks Canada Buildings (233 responses)

88% preferred that a number of buildings owned by Parks Canada at the Maligne Lake day-use area would be removed as they would not be required for interpretive purposes.

11% recommended that the buildings owned by Parks Canada be retained and upgraded as interpretive facilities.

1% believed that the situation should remain as is.

Cross-country Skiing - Decoigne Area (233 responses)

77% preferred that the existing situation remain.

23% supported the proposal that cross-country skiing in the Decoigne area would be encouraged.

Rehabilitation - Borrow Pits, Disturbed Areas (233 responses)

64% supported the Option A proposal. Rehabilitation of borrow pits and other disturbed areas, as well as screening facilities from the highway would be a priority.

36% recommended that the existing situation should remain.

Restaurant and Gas Facilities - Pocahontas (233 responses)

68% supported Option A proposal that only one restaurant and gas facility would be permitted to operate at Pocahontas should either of the existing facilities close.

32% preferred that the existing situation remain.

Extended Season - Miette Hot Springs (233 responses)

56% preferred that the existing season of operation continue.

44% supported extending the season of operation for the Miette Hot Pool if warranted by demand.

Day and Overnight Use - Miette Hot Springs Area (233 responses)

57% recommended that the existing situation remain.

43% supported the Option C proposal. Day and overnight use of the Miette Hot Springs area would be encouraged.

Palisades and Jackladder Picnic Areas (233 responses)

60% supported the Option A proposal. The Palisades and Jackladder picnic areas would be removed and replaced by a facility for westbound visitors.

40% supported the proposal that a new picnic facility would be provided for westbound visitors. The group picnic area would be relocated and upgraded. The Palisades and Jackladder picnic areas would remain.

Jasper Lakes Area (233 responses)

72% preferred that the existing situation for day hikes and nature walks continue.

28% supported the Option C proposal. The Jasper Lakes area would be developed for day hikes, nature walks, etc.

Scenic and Historic Route - Yellowhead Highway (233 responses)

68% preferred that the existing situation continue.

28% suggested more roadside pull-off opportunities.

4% supported the Option C proposal. The Yellowhead corridor would be developed as a scenic and historic tourist route.

Commercial Day-use - Maligne Lake (233 responses)

85% recommended that the existing situation continue.

15% believed that commercial day-use facilities at Maligne Lake could be expanded to meet demand.

TOPIC: COMMUNICATION

Orientation Facilities - East and West Gates (233 responses)

84% supported the proposal in Options A and B. Low-key unmanned orientation facilities (e.g. maps) would be provided at the east and west park gates.

16% recommended that a low-key unmanned orientation facility (e.g. map) would be provided at the west gate.

Interpretive Facilities - Maligne Lake (233 responses)

83% supported the Option A proposal. An interpretive facility under consideration at Maligne Lake would not be provided.

11% recommended that the interpretive facilities would be developed at Maligne Lake using existing buildings owned by Parks Canada.

6% supported the proposal for a major interpretive facility at Maligne Lake.

Interpretive Facilities - Yellowhead Corridor (233 responses)

52% supported the proposal in Option C. Interpretive facilities would be provided along the Yellowhead corridor to enhance the scenic and historic route.

48% preferred the provision of new interpretation facilities along the Yellowhead corridor.

East Gate Interpretive Centre (233 responses)

75% believed that the existing situation should remain.

25% supported the Option C proposal. A major interpretive centre would be provided in the east gate area to introduce and interpret the historic and scenic Yellowhead tourist route.

AREA 3

JASPER TOWNSITE REGION

AREA DESCRIPTION

The Jasper Townsite Region is the area immediately surrounding the town of Jasper. It contains many services and facilities. North of the town the area includes the airfield, Snaring campground, the overflow campground and Maligne Canyon. To the southeast it encompasses the Whistlers and Wapiti campgrounds, a number of bungalow camps, and the Marmot Basin ski area. West of town, the area consists of the Pyramid Bench, which contains a number of day-use recreational facilities and two bungalow camps.

The town of Jasper, with a population of 4,000, is centrally located in the park. The town, along with the townsite region, is a destination area for many national and international tourists. Most commercial and Parks Canada facilities in the park are located in this region. In addition, the greatest concentration of bungalow camps in the four parks, and the majority of Jasper park's campsites are located in the townsite region. Approximately two million people visit the area yearly. Summer is the busiest season, although winter use is becoming increasingly popular.

The Athabasca Valley, including the townsite region, is of high importance for a variety of wildlife. It also contains the majority of the park's facilities and uses. The main environmental concerns in the region are the maintenance of important wildlife habitat, particularly montane grassland areas; the protection of a corridor for elk movement; and wildlife mortality associated with the highway and railway.

The total number of responses received on this planning area was 293.

Options preferred:
- A 43%
- B 36%
- C 21%

TOPIC: TOWN OF JASPER

Community Plan Implementation (293 responses)

39% of the public who responded supported the Option A proposal. The draft community plan would be implemented in line with recommendations from the Jasper Townsite Committee. Visitor services in the town would be expanded through some new development, redevelopment of some low density facilities and expansion of some existing locations.

32% supported the Option B proposal, which was the same as Option A, except the plan would be implemented more quickly.

18% supported the Option C proposal, which is the same as Option A above, except the plan would be implemented more quickly. In addition, improvements would be made so that the town could better serve as a tourist destination area.

11% recommended that there be less visitor facility development than is recommended in the community plan.

TOPIC: ACCESS

Circulation - Highway 93A (293 responses)

80% supported the Option A and B proposals. A change in the road circulation pattern along Highway 93A would be considered in the area of Tekarra Resort and Alpine Village to maintain access to these facilities, and to reduce the amount of through traffic and increase the area's hiking potential.

20% recommended no change from the existing situation.

Jasper Airfield (293 responses)

59% recommended keeping the airfield in operation as at present.

36% supported the Option A proposal. The Jasper airfield would be closed.

5% recommended retention and upgrading. Upgrading would include toilets, telephones, flight planning, and commercial facilities for small planes.

TOPIC: ACCOMMODATION

Pine Bungalows (293 responses)

45% recommended no change in the existing situation.

36% supported the Option A proposal. Pine Bungalows would be encouraged to relocate to the town or to another mutually acceptable, environmentally appropriate location in order to alleviate wildlife conflicts at the existing site.

19% recommended expansion to the leasehold capacity as in Option C. (Leasehold is 4.1 ha (10.1 acres). Approximately 65% is currently developed and 58 units of visitor accommodation are provided). Bungalow-style development would be maintained.

Pyramid Lake Bungalows (293 responses)

43% supported the Option A proposal. Pyramid Lake Bungalows would be encouraged to relocate to the town in view of the steep slope of the existing site, conflicts with day-use and visibility of the existing development.

36% recommended no change in the existing situation.

21% preferred that Pyramid Lake Bungalows expand to its leasehold capacity. (Leasehold is 1.2 ha (3.06 acres). Approximately 30% is currently developed and 10 units of visitor accommodation are provided).

Alpine Village (293 responses)

45% preferred no change in the existing situation.

36% favoured expansion to leasehold capacity as outlined in Option B. (Leasehold is 4.5 ha (11.2 acres). Approximately 60% is currently developed and 25 units of visitor accommodation are provided).

19% favoured the Option C proposal. Expansion to leasehold capacity and redevelopment to a higher density (e.g. bungalow camps replaced by lodge or hotel) would be permitted.

Becker's Bungalows (293 responses)

49% preferred that there be no change in the existing situation.

35% favoured expansion to leasehold capacity as outlined in Option B. (Leasehold is 3.8 ha (9.4 acres). Approximately 50% is currently developed and 48 units of visitor accommodation are provided).

16% favoured the Option C proposal. Expansion to leasehold capacity and redevelopment to a higher density (e.g. bungalow camp replaced by lodge or hotel) would be permitted.

Jasper House Bungalows (293 responses)

45% preferred no change in the existing situation.

36% favoured expansion to leasehold capacity as outlined in Option B. (Leasehold is 1.5 ha (3.73 acres). Approximately 65% is currently developed and 43 units of visitor accommodation are provided).

19% favoured the proposal outlined in Option C, as well as expansion to leasehold capacity and redevelopment to a higher density (e.g. bungalow camp replaced by lodge or hotel).

Patricia Lake Bungalows (293 responses)

43% preferred that no change occur in the existing situation.

36% favoured expansion to leasehold capacity as outlined in Option B. (Leasehold is 2.4 ha (6.0 acres). Approximately 55% is currently developed and 30 units of visitor accommodation are provided).

21% favoured the Option C proposal. Expansion to leasehold capacity and redevelopment to a higher density (e.g. bungalow camp replaced by lodge or hotel) would be permitted.

Tekarra Resort (293 responses)

45% preferred no change in the existing situation.

36% favoured expansion to leasehold capacity as outlined in Option B. (Leasehold is 5.0 ha (12.4 acres). Approximately 50% is currently developed and 53 units of visitor accommodation are provided).

19% favoured the proposal outlined in Option C, as well as expansion to leasehold capacity and redevelopment to a higher density (e.g. bungalow camp replaced by lodge or hotel).

The Whistler's Hostel (293 responses)

53% supported the proposal as outlined in Option B. The Whistlers Hostel would be removed and replaced by a new hostel in town, which could be expanded to meet demand.

45% supported the Option A proposal. The Whistlers and Maligne Canyon hostels would be removed and relaced with a new hostel in town able to accommodate the same number of people as the two hostels combined.

2% recommended leaving the facility in its present location and carrying out upgrading as required.

Maligne Canyon Hostel (293 responses)

45% supported the Option A proposal. Whistler and Maligne Canyon hostels would be removed and replaced with a new hostel in town able to accommodate the same number of people as the two hostels combined.

33% supported the Option B proposal. Maligne Canyon hostel could expand if warranted by demand.

18% suggested that this hostel be moved to Maligne Lake and that it could expand to meet demand. (Note: 61% preferred this option in the response for Area 2 - Yellowhead).

4% recommended no change in the existing situation.

Snaring River Campground (293 responses)

45% believed that the existing situation should remain.

36% supported the Option B proposal. Snaring River campground would expand by approximately 50 sites if warranted by demand.

19% supported the Option C proposal. A new campground would be developed on the Snaring River road, if warranted by demand, and the existing campground could be expanded by 50 sites.

Jasper Overflow Campground (293 responses)

100% supported the proposal that Jasper overflow campground would be upgraded, with possible relocation to a more attractive and environmentally appropriate site.

TOPIC: RECREATION AND DAY-USE OPPORTUNITIES

Snowmobiling (293 responses)

50% recommended that snowmobiling would be discontinued in the region. (numerous comments were made that although it would be discontinued as a visitor activity, snowmobiles should be allowed for emergency use by authorized park staff).

50% favoured retention of the existing situation.

Horse Corrals on Pyramid Bench (293 responses)

51% supported the Option B proposal. The public horse corral on the Pyramid Bench would be reorganized and improved, with expansion permitted.

47% recommended no change in the existing situation.

1% supported the proposal without expansion.

1% recommended removal from Pyramid Bench.

Motorized Boats - Pyramid Lake (293 responses)

51% prefered no change in the existing situation.

48% supported the Option A proposal. Use of motorized boats on Pyramid Lake would be discontinued.

1% suggested the introduction of boat rentals.

Day-Use Facilities - Pyramid Bench (293 responses)

44% supported upgrading of day-use facilities on the Pyramid Bench.

37% supported the Option B proposal. Day-use facilities on the Pyramid Bench would be relocated, expanded and upgraded to better accommodate use.

19% supported the Option C proposal, which is similar to Option B, except new day-use facilities would be provided as well.

Landfill Site (293 responses)

100% agreed that the landfill site should be better screened from the highway.

Commercial Dog Sledding (293 responses)

57% recommended that an appropriate location for a commercial dog sledding base should be provided.

43% indicated that the existing situation should remain.

Day-Use Trail System Surrounding the Town (293 responses)

51% supported the Option B and C proposal. The day-use trail system surrounding the town would be upgraded and better connected to the town and overnight accommodation facilities.

49% supported retention of the existing situation.

Picnic Areas (293 responses)

43% recommended no change in the existing situation.

36% supported the Option B proposal. The group picnic area would be relocated to provide a better experience.

21% supported the proposal in Option C that the group picnic area be relocated and that other picnic sites would be upgraded and expanded. New sites would be provided to meet demand.

Outlying Commercial Facilities - Dining (293 responses)

56% supported Options B and C. Existing outlying commercial accommodation facilities could provide dining facilities on their leaseholds.

44% preferred no change in the existing situation.

Facilities for Canoeists and Kayakers - Miette River (293 responses)

79% preferred no change in the existing situation.

21% supported the Option C proposal. Facilities for canoeists and kayakers would be improved. Opportunities for canoeing and kayaking along the Miette River would be improved.

Bicycle Routes West of Town (293 responses)

77% preferred no change in the existing situation.

23% supported the Option C proposal. Bicycle routes would be developed using old rights-of-way west of town.

TOPIC: COMMUNICATION

Interpretive / Information Centre - Jasper Townsite (293 responses)

60% supported the Options B and C proposal. A new interpretive/information centre would be provided in town, as proposed in the community plan.

31% preferred no change in the existing situation.

9% recommended an upgraded quality of interpretive programs without new facilities.

Orientation Signs (293 responses)

55% supported the Options B and C proposal. Orientation signs would be provided on access routes into town.

44% preferred no change in the existing situation.

1% recommended 24 hour display boards for providing visitor information to be installed in or near the townsite.

Information/Interpretation - Yellowhead Corridor
(293 responses)

74% preferred no change in the existing situation.

26% supported the Option C proposal. Information and interpretation would be provided to complement the Yellowhead Corridor historic and scenic tourist route.

AREA 4

THE ICEFIELDS PARKWAY

AREA DESCRIPTION

The Icefields Parkway planning region extends from the Jasper townsite Region, in Jasper National Park to Lake Louise, in Banff National Park. The area is 225 km in length and varies in width to incorporate the day-use facilities accessible from the road. The planning area also includes Highway 93A which extends from the Jasper Townsite Region to Athabasca Falls.

The scenery along the parkway is internationally renowned - attracting over one million visitors a year. The vast majority of use occurs in the summer months. One of the main attractions is the Columbia Icefield, the largest and most accessible icefield in the Canadian Rockies, located just west of the parkway near the Banff/Jasper boundary. Other areas receiving heavy use are Athabasca Falls and Bow Summit.

The main environmental concerns are the protection of limited wildlife habitat, the mitigation of impacts associated with high use areas, minimizing the potential for bear-human conflicts and ensuring the existing scenic quality of the area is maintained.

The total number of responses received on this planning area was 303.

Options preferred:
- A 43%
- B 44%
- C 13%

TOPIC: ACCESS

Moab and Geraldine Lakes Road (303 responses)

43% of the public who responded supported the Option A proposal. The Moab and Geraldine lakes roads would be closed to private vehicles and rehabilitated to trail standard.

43% favoured no change in the existing situation.

14% preferred Option C. Existing secondary roads would be upgraded (e.g. Moab and Geraldine Lakes roads).

Snow-coach Operations (303 responses)

43% supported the Option A proposal. The snow-coach operation would be removed from the Columbia Icefield area for environmental and aesthetic reasons. Access to the glacier would be by foot unless more acceptable, mechanized techniques for glacier access could be introduced.

43% preferred no change to the existing situation.

14% preferred the Option C proposal. To provide for better viewing, new mechanical means of access may be considered.

Parking - Columbia Icefields (303 responses)

45% of the public responses favoured the proposal outlined in Option B. Additional parking would be provided in the Columbia Icefield area as long as it did not encroach on the area's natural features.

43% preferred no change to the existing situation.

12% supported the proposal outlined in Option C. Visitor circulation and parking in the Columbia Icefield area would be rearranged to allow more people to view and visit the glacier. Additional parking would be provided as long as it did not encroach on the area's natural features.

Bus Tour Facilities (303 responses)

45% supported the Option B proposal. Existing facilities for bus tours could be upgraded and expanded where necessary (e.g. restaurants, day-use areas and interpretive facilities).

43% preferred no change to the existing situation.

11% supported the Option C proposal. New facilities would be provided for bus tours and existing facilities would be upgraded (e.g. restaurants, picnic areas and interpretive facilities).

1% recommended removal of souvenir and trinket shops from these facilities.

Highway 93A (303 responses)

85% preferred no change in the existing situation.

15% supported the Option C proposal. Highway 93A would be upgraded to parkway standard, providing better views, pull-offs and interpretive opportunities. Use of Highways 93 and 93A as a scenic loop drive would be encouraged.

TOPIC: ACCOMMODATION

Sunwapta Bungalows (303 responses)

44% supported the Option A proposal. Sunwapta Bungalows would be encouraged to relocate for environmental and other reasons to the town of Jasper or to a mutually acceptable and environmentally appropriate location along the parkway.

43% supported the Option B proposal in which the outlying commercial accommodation operations could expand to leasehold capacity. (Leasehold is 0.2 ha (0.5 acres). The leasehold is fully developed with 22 units of visitor accommodation).

11% supported the Option C proposal. Expansion to leasehold capacity and redevelopment to a higher density (e.g. bungalow camp replaced by lodge or hotel) would be permitted. Leasehold expansion would be considered under exceptional circumstances.

1% recommended removal of Sunwapta Bungalows.

1% suggested that it should remain but with no expansion.

Columbia Icefield Chalet (303 responses)

45% preferred no change in the existing situation.

44% favoured the Option B proposal in which outlying commercial accommodation facilities could expand to leasehold capacity. (Leasehold is 3.3 ha (8.2 acres). Approximately 50% is currently developed and 22 units of visitor accommodation are provided).

11% supported the Option C proposal. Expansion to leasehold capacity and redevelopment to a higher density (e.g. bungalow camp replaced by lodge or hotel) would be permitted. Leasehold expansion would be considered under exceptional circumstances.

Saskatchewan River Crossing Bungalows (Parkway Lodge) (303 responses)

45% preferred no change in the existing situation.

44% favoured the proposal in Option B in which outlying commercial accommodation facilities could expand to leasehold capacity. (Leasehold is 2.5 ha (6.2 acres). With the implementation of proposals approved in 1983 the leasehold will be fully developed. Sixty-eight units of visitor accommodation are provided).

11% favoured the proposal in Option C. Expansion to leasehold capacity and redevelopment to a higher density (e.g. bungalow camp replaced by lodge or hotel) would be permitted. Leasehold expansion would be considered under exceptional circumstances.

Num-ti-jah Lodge (303 responses)

45% preferred no change in the existing situation.

43% favoured the Option B proposal in which outlying commercial accommodation facilities could expand to leasehold capacity. (Leasehold is 2.4 ha (5.95 acres). Approximately 60% is currently developed and 28 units of visitor accommodation are provided).

11% favoured the Option C proposal. Expansion to leasehold capacity and redevelopment to a higher density (e.g. bungalow camp replaced by lodge or hotel) would be permitted. Leasehold expansion would be considered under exceptional circumstances.

1% recommended removal of Num-ti-jah Lodge.

Columbia Icefields - Day/Overnight Use (303 responses)

86% recommended no change in the existing situation.

13% supported the Option C proposal. The Columbia Icefield area would be completely redeveloped to accommodate more day and overnight use.

1% recommended that any new development should occur outside the parks.

Commercial Accommodation Along Parkway (303 responses)

84% preferred no change in the existing situation.

16% supported the Option C proposal. New commercial accommodation would be permitted along the parkway in environmentally appropriate locations.

Beauty Creek Hostel (303 responses)

49% supported the Option B proposal. Beauty Creek Hostel would be relocated in the same general vicinity and could be upgraded.

34% supported the Option A proposal. The Beauty, Rampart, Mosquito and Hilda hostels would be removed and replaced by a new facility at Saskatchewan River Crossing.

12% favoured upgrading and expanding the hostel at its present location.

5% preferred no change in the existing situation.

Rampart Creek Hostel (303 responses)

49% supported the Option B proposal. Rampart Creek Hostel could be removed and replaced by a new hostel at Saskatchewan River Crossing.

34% favoured the Option A proposal. The Beauty, Rampart, Mosquito and Hilda hostels would be removed and replaced by a new facility at Saskatchewan River Crossing.

12% favoured upgrading and expanding the hostel at its present location.

5% preferred that no change occur in the existing situation.

Mosquito Creek Hostel (303 responses)

61% recommended that the hostel be left in its present location and that it be expanded and upgraded.

34% supported the Option A proposal. Beauty, Rampart, Mosquito and Hilda creeks hostels would be removed and replaced by a new hostel at Saskatchewan River Crossing.

5% preferred that no change occur in the existing situation.

Hilda Creek Hostel (303 responses)

61% preferred that the hostel remain in its present location with upgrading and expansion.

34% preferred the Option A proposal. Beauty, Rampart, Mosquito and Hilda Creeks hostels would be removed and replaced by a new hostel at Saskatchewan River Crossing.

5% preferred no change in the existing situation.

Athabasca Falls Hostel (303 responses)

88% preferred no change in the existing situation.

12% supported the Option C proposal.The hostel would be expanded.

Hostel Chain (303 responses)

88% preferred no change in the existing situation.

12% supported the proposal outlined in Option C. The existing chain of hostels would be upgraded and expanded by:
- developing greater hostel capacity in the Icefield area.
- replacing Rampart Creek hostel with a new hostel at Saskatchewan River Crossing.
- upgrading Mosquito Creek hostel.
- expanding Athabasca Falls hostel.

Whirlpool Group Tenting (303 responses)

88% supported the Option C proposal. The Whirlpool group-tenting area would be upgraded and expanded. In addition, a new group-tenting area would be provided north of Bow Lake in Banff.

12% supported upgrading and expanding the existing facility.

Ranger Creek Group Tenting (303 responses)

100% supported the Options B and C proposal. The Ranger Creek group-tenting area would be upgraded and expanded.

Bow Lake - New Group Tenting Area (303 responses)

88% opposed the proposal for a new group tenting area north of Bow Lake.

12% supported the proposal outlined in Option C. A new group-tenting area would be provided north of Bow Lake in Banff.

Cirrus Mountain Campground (303 responses)

47% supported Option B. Cirrus Mountain campground would be redesigned to better accommodate tenters.

45% supported the Option A proposal. Cirrus Mountain campground would be closed for operational reasons.

8% recommended that the campground be expanded.

Rampart Creek and Kerkeslin Campgrounds (303 responses)

56% supported the Option B proposal. Rampart Creek and Kerkeslin campgrounds would be expanded.

44% recommended upgrading only.

New Camping Opportunities (303 responses)

56% supported the proposal as outlined in Option C. New campgrounds would be developed in the Kerkeslin/Mile 45 area in Jasper and at Saskatchewan River Crossing. Existing campgrounds would be expanded where appropriate.

44% favoured upgrading and expanding campgrounds only in their present locations. No new campgrounds should be provided.

TOPIC: RECREATION AND DAY-USE OPPORTUNITIES

Snowmobiling (303 responses)

68% supported the proposal outlined in Option A. Snowmobiling would be prohibited (e.g. removed from Bow Lake, Edith Cavell Road, the Whirlpool Trail and Highway 93A).

24% preferred no change in the existing situation.

8% supported the proposal as outlined in Option C. Snowmobiling would be permitted in the Bow Lake/Hector Lake area.

Cycling Facilities (303 responses)

71% preferred that no change occur in the present situation.

25% which includes a petition signed by 59 people, supported Option C. New facilities for bicycling would be provided (e.g. well-spaced accommodation, grocery outlets, separate rights-of-way in problem areas).

3% favoured prohibiting use of bicycles.

1% favoured restricted use.

Cross-country Skiing Opportunities (303 responses)

84% preferred no change in the existing situation.

16% recommended that a variety of ski trail opportunities be made available (e.g. an improved system of trails in the Sunwapta Falls area).

Horse Use (303 responses)

41% supported the Option A proposal. Horse use would not be permitted at Bow Lake.

37% preferred the proposal in Option C. New horse concession operations could be developed off the parkway, in Banff National Park.

19% recommended a restriction on the use of horses in all areas of the parks.

3% indicated that the use of horses is traditional, and that more facilities should be provided to encourage their use.

Trail Systems (303 responses)

43% preferred the proposal outlined in Option B. Trails would be upgraded and linkages provided to overnight accommodation facilities.

42% preferred no change in the existing situation.

15% supported the Option C proposal. The day-use trail system would be upgraded. Short loop trails would be developed to attractive sites. Trails would be linked to accommodation facilities.

Picnic Sites (303 responses)

52% preferred no change in the existing situation.

48% supported the proposal in Option B. Existing picnic sites would be upgraded and relocated to better meet demand, with a special emphasis placed on the Icefield area.

Day-Use Facilities - Icefields Parkway (303 responses)

46% supported the Option A proposal. Day-use facilities in the Columbia Icefield area would be upgraded and centralized in one convenient location (Note: no change to other existing day-use facilities would occur).

42% preferred the proposal in Option B. Existing commercial accommodation operations could increase their day-use facilities (e.g. restaurants, souvenir shops, restrooms).

12% supported keeping accommodation facilities open in winter and winter recreation opportunities would be encouraged.

TOPIC: COMMUNICATION

Interpretive Services Along the Parkway (303 responses)

87% preferred that interpretive services in the Columbia Icefield area be upgraded to respond to the increased emphasis on day-use (Note: no other changes to interpretive services would occur).

13% preferred the Option C proposal. Interpretive services along the parkway would be enhanced to become visitor attractions.

Cyclist Information (303 responses)

52% preferred no change in the existing situation.

48% supported the proposal outlined in Option B. Improved information would be provided for bicyclists.

Interpretive Services - Columbia Icefields (303 responses)

87% preferred no change in the existing situation. Upgrading the quality of service was, however, recommended.

13% favoured the proposal outlined in Option C. A new major interpretive facility would be provided in the Columbia Icefield area to meet the interpretive, orientation, information and other needs of the visitor.

Information Centre - Saskatchewan Crossing (303 responses)

49% preferred the Option B proposal. The Saskatchewan River Crossing information centre would be reopened and upgraded.

38% supported the proposal in Option A. The Saskatchewan River Crossing information centre would be removed and replaced with unmanned orientation displays.

13% recommended the Option C proposal. A major information centre would be provided at Saskatchewan River Crossing for David Thompson Highway and parkway users.

AREA 5

LAKE LOUISE - BOW VALLEY PARKWAY

AREA DESCRIPTION

The Lake Louise - Bow Valley Parkway planning area follows the Bow River Valley from the junction of the Trans Canada Highway and the Bow Valley Parkway to the Continental Divide at Kicking Horse Pass. It includes both the Sunshine and Lake Louise ski areas, Highway 93 south from the Trans Canada Highway to the Divide (the summit of Vermilion Pass), the Bow Valley Parkway, Moraine Lake and the Lake Louise Visitor Center.

Beginning with the opening of the Canadian Pacific Railway through the Bow Valley, use has been focussed on the scenic areas of Lake Louise and Moraine Lake. The pattern continues today and the area has become internationally renowned as a tourist destination. Each year, over a million people visit these two lakes. Other attractions in the planning area are the two ski areas and Johnston Canyon. The region is used year round, although the heaviest use occurs during the summer and winter.

The planning area lies between the visually impressive Eastern Main Ranges (the Continental Divide) and the more severely folded and faulted Front Ranges. The important resource concerns in the area are wildlife mortality along the Trans Canada Highway, encroachment on limited winter wildlife habitat in the valley bottom, and impacts on mountain goat and grizzly bear habitat in the lower Pipestone River Valley.

The total number of responses received on this planning area was 315.

Options preferred:
- A 43%
- B 38%
- C 19%

TOPIC: ACCESS

Sunshine Access Road (315 responses)

58% of the public who responded supported upgrading the Sunshine access road.

42% favoured no change from the existing situation.

Highway 1A - West of Lake Louise (315 responses)

79% did not favour upgrading this section of the highway.

20% preferred the Option C proposal. Highway 1A west of Lake Louise would be upgraded to parkway standard, providing pull-offs and improved picnic sites.

1% stated that any upgrading should be kept to a minimum.

Public Transit - Lake Louise and Moraine Lake (315 responses)

74% favoured retaining the existing situation.

25% favoured the proposal in Option C. Public transit would be provided to Lake Louise and Moraine Lake during peak use periods, with additional parking provided on the valley floor.

1% recommended upgrading the road to the Lake Louise parking lot.

Rail Access - Calgary to Lake Louise (315 responses)

77% stated that the existing situation should be retained.

23% preferred the alternative outlined in Option C. Rail access to Lake Louise from Calgary would be promoted and services for rail passengers at Lake Louise would be improved.

Transit System to Trailheads and Day-use Areas (315 responses)

77% preferred the existing situation.

23% preferred the Option C proposal. A transit system to trailheads and day-use destinations would be encouraged.

TOPIC: ACCOMMODATION

Commercial Accommodation - Lake Louise (315 responses)

80% preferred the Option A proposal. Commercial accommodation in Lake Louise could expand as approved in the Lake Louise Action Plan.

18% supported the concept that new commercial accommodation facilities at Lake Louise would be considered as part of the Action Plan review process.

2% stated that commercial accommodation facilities should be upgraded, but no expansion should occur.

Johnston Canyon Bungalows (315 responses)

43% recommended that no change be made to the existing outlying commercial accommodation operations.

38% supported the Option B proposal. Johnston Canyon Bungalows could expand to leasehold capacity. (Leasehold is 2 ha (4.9 acres). Approximately 85% is currently developed and 41 units of visitor accommodation are provided.) Minor relocation would be encouraged with redevelopment to further separate day and overnight use.

18% supported the Option C proposal. Johnston Canyon Bungalows could expand to leasehold capacity. Minor relocation would be encouraged with redevelopment to further separate day and overnight use. In addition, redevelopment could be of a higher density type (e.g. bungalow camp could be replaced by an appropriately designed hotel or lodge). Leasehold expansion would be considered under exceptional circumstances.

1% suggested that an upper limit of 20 units per site should be established.

Castle Mountain Village (315 responses)

44% recommended that no change be made to the existing outlying commercial accommodation operations.

37% supported the Option B proposal. Castle Mountain Village could expand to leasehold capacity. (Leasehold is 1.5 ha (3.7 acres). Approximately 75% is currently developed and 21 units of visitor accommodation are provided).

19% supported the Option C proposal. Castle Mountain Village could expand to leasehold capacity. In addition, redevelopment could be of a higher density type (eg. bungalow camp could be replaced by appropriately designed hotel or lodge). Leasehold expansion would be considered under exceptional circumstances.

Storm Mountain Lodge (315 responses)

43% recommended that no change be made to the existing outlying commercial accommodation operations.

38% supported the Option B proposal. Storm Mountain Lodge could expand to leasehold capacity. (Leasehold is 2.8 ha (6.9 acres). Approximately 50% is currently developed and 12 units of visitor accommodation are provided.

18% supported the Option C proposal. Storm Mountain Lodge could expand to leasehold capacity. In addition, redevelopment could be of a higher density type (eg. bungalow camp could be replaced by appropriately designed hotel or lodge). Leasehold expansion would be considered under exceptional circumstances.

1% recommended that an upper limit of 20 units per site should be established.

Baker Creek Bungalows (315 responses)

43% recommended that no change be made to the existing outlying commercial accommodation operations.

38% supported the Option B proposal. Baker Creek Bungalows could expand to leasehold capacity. (Leasehold is 0.9 ha (2.3 acres). Approximately 70% is currently developed and 20 units of visitor accommodation are provided).

18% supported the Option C proposal. Baker Creek Bungalows could be expanded to leasehold capacity. In addition, redevelopment could be of a higher density type (eg. bungalow camp could be replaced by appropriately designed hotel or lodge). Leasehold expansion would be considered under exceptional curcumstances.

1% suggested that Baker Creek Bungalow should be phased out of the park.

Paradise Village Bungalows (315 responses)

43% recommended that no change be made to the existing outlying commercial accommodation operations.

38% supported the Option B proposal. Paradise Village Bungalows could exand to leasehold capacity. (Leasehold is 1.4 ha (3.3 acres). Approximately 70% is currently developed and 27 units of visitor accommodation are provided).

18% supported the Option C proposal. Paradise Village Bungalows could expand to leasehold capacity. In addition, redevelopment could be of a higher density type (e.g. bungalow camp could be replaced by appropriately designed hotel or lodge). Leasehold expansion would be considered under exceptional circumstances.

1% stated that an upper limit of 20 units per site should be established.

Moraine Lake Lodge (315 responses)

43% recommended that no change be made to the existing outlying commercial accommodation operations.

38% supported the Option B proposal. Moraine Lake Lodge could expand to leasehold capacity. (Leasehold is 0.9 ha (2.2 acres). Approximately 85% is currently developed and 14 units of visitor accommodation are provided.) Parking problems would have to be addressed.

18% supported the Option C proposal. Moraine Lake Lodge could expand to leasehold capacity. Parking problems would have to be addressed. In addition, redevelopment could be of a higher density type (eg. bungalow camp could be replaced by appropriately designed hotel or lodge). Leasehold expansion would be considered under exceptional circumstances.

1% felt that Moraine Lake Lodge should be phased out of the park.

Corral Creek Hostel (315 responses)

90% supported the Option A proposal. The Corral Creek Hostel would be removed and replaced by a large (200 bed maximum capacity) facility at Lake Louise.

10% stated that the hostel should remain where it is, and that it should not be expanded but could be upgraded.

Castle Mountain Hostel (315 responses)

65% supported upgrading Castle Mountain Hostel.

35% supported the Option A proposal. Castle Mountain Hostel would be removed and replaced by a large (200 bed maximum capacity) facility at Lake Louise.

Hostel in Lake Louise (315 responses)

98% recommended that a 200 bed (maximum capacity) hostel should be built at Lake Louise as a replacement for the Corral Creek and/or Castle Mountain hostels.

1% recommended that no hostel should be built.

1% felt the development proposal was too large and recommended that the hostel not exceed 60 beds.

Castle Mountain Campground (315 responses)

57% supported upgrading Castle Mountain campground.

42% recommended upgrading the campground as required, but not expanding it.

1% recommended expanding the campground.

Johnston Canyon Campground (315 responses)

56% supported the proposal that Johnston Canyon campground would be expanded by 100 sites.

43% supported the proposal that the campground would be upgraded as required but not expanded.

1% recommended expansion, but by less than 100 sites.

Protection Mountain Campground (315 responses)

57% supported the proposal that the Protection Mountain campground would be expanded by 110 sites.

42% supported the proposal that the campground would be upgraded as required but not expanded.

1% preferred expansion, but by less than 110 sites.

Lake Louise Tenting Campground (315 responses)

58% supported the Option B proposal. The Lake Louise tenting campground would be upgraded and exanded by 50 sites.

41% supported the concept that the campground would be upgraded as required, but not expanded.

1% preferred expansion but by less than 50 sites.

Lake Louise Trailer Campground (315 responses)

57% favoured the Option B proposal. The trailer campground would be upgraded and some sites winterized.

42% favoured the proposal that the campground would be upgraded as required, but not expanded.

1% preferred providing more campsites rather than more R.V. sites.

Lake Louise Overflow Campground (315 responses)

54% felt that the Lake Louise overflow campground could be closed and a new overflow campground developed at the Cascade landfill site if warranted by demand.

45% supported the Option A proposal. The Lake Louise overflow camground would be upgraded.

1% recommended relocation of the overflow campground, but to a site other than the Cascade landfill site.

Healy Creek Overflow Campground (315 responses)

55% supported the Option B proposal. Healy Creek overflow campground would be closed and a new overflow campground would be developed at the Cascade landfill site if warranted by demand.

43% supported the Option A concept. Consideration would be given to relocating the Healy Creek overflow campground as a result of the future twinning of the Trans Canada Highway.

2% recommended leaving the campground where it is. (Note: closure of the facility has occured as a consequence of the twinning of the Trans Canada Highway).

Campground Information/Reservation System (315 responses)

56% felt that the existing services are sufficient.

44% supported the proposal that an improved information/reservation system would be established.

TOPIC: RECREATION AND DAY-USE OPPORTUNITIES

Dog Sledding (315 responses)

79% suggested leaving the situation as it presently exists.

19% supported the Option C proposal. Commercial dog-sledding opportunities at Lake Louise could expand.

2% recommended that dog-sledding should not be permitted.

Snowmobiling (315 responses)

39% supported the Option A proposal. Snowmobiling on Highway 1A between Lake Louise and the park boundary would be prohibited.

25% stated that snowmobiling opportunities should not change.

20% recommended that no snowmobiling should be permitted in the parks.

16% supported the Option C proposal. The Great Divide picnic shelter (in Yoho) would be upgraded as a warming hut for snowmobilers along Highway 1A.

Day-Use Trail System (315 responses)

42% preferred that the trail system remain as it is now.

37% supported the proposal for upgrading and expanding the system of day-use trails.

21% supported the proposal that an integrated system of loop trails associated with campgrounds and outlying commercial accommodation operations would be established.

Canoeing (315 responses)

60% supported the Option B proposal to provide facilities and information for canoeists along the Bow River.

40% preferred that there be no change in opportunities for canoeing.

Nordic Ski Trail Along Bow Valley Parkway (315 responses)

74% indicated that the existing situation should remain.

26% supported the proposal that a bicycle/nordic ski trail would be constructed parallel to the parkway and connected with all accommodation facilities.

Cycling Trails (315 responses)

61% suggested that no change occur to the existing situation.

38% supported the proposal that a bicycle/nordic ski trail would be constructed parallel to the parkway and connected with all accomodation facilities. (This input includes a petition signed by 59 people promoting cycling in National Parks).

1% recommended that no cycling trails should be developed in the area.

Picnic Sites/Day Use Facilities - Lake Louise (315 responses)

58% supported the proposal that a picnic site would be developed near the future Lake Louise Visitor Centre and the associated trail system would be upgraded, and shelters would be provided at major picnic sites.

42% suggested that the situation should remain as it presently exists.

Picnic Sites/Day Use Facilities - Bow Valley Parkway (315 responses)

59% supported the proposal that picnic sites and related day-use facilities along the Bow Valley parkway would be upgraded and expanded. This would include filling gaps in the system of roadside picnic sites, interpretive displays and viewpoints.

41% supported the Option A proposal. Picnic sites and related day-use facilities along the Bow Valley Parkway would be upgraded as part of the current parkway redevelopment (e.g. Baker Creek picnic site would be improved, Castle Warden Station removed and replaced by trailhead parking and possible picnic site, new picnic site established at Storm Mountain viewpoint).

Picnic Sites/Day Use Facilities - Trans Canada Highway (315 responses)

55% supported the removal of picnic sites and related day-use facilities along the Trans Canada Highway. In addition, a new highway reststop with picnic facilities would be developed in the Castle Junction vicinity.

38% favored the Option A proposal. Picnic sites and related day-use facilities would be removed from the Trans-Canada Highway. Parking facilities at trailheads would be retained.

7% favoured retention of picnic and day-use facilities along the Trans Canada Highway.

Great Divide Picnic Shelter (315 responses)

81% favoured leaving the Great Divide shelter as it is.

19% indicated that the shelter should be upgraded as a warming hut for snowmobilers.

Lake Louise as a Nordic Ski Centre (315 responses)

79% supported keeping the situation as it presently exists.

20% supported the proposal that Lake Louise would become a major nordic ski centre with new trail networks and trail shelters established.

1% objected to any further nordic ski development in this area.

Outdoor Skills Centre - Lake Louise (315 responses)

81% favoured retaining the existing situation.

19% favoured the proposal that Parks Canada would co-operate in the establishment of Lake Louise as a centre for outdoor skills development.

TOPIC: COMMUNICATION

Interpretation (315 responses)

41% supported the Option A proposal. The approved Bow Valley and Lake Louise interpretive plans would be implemented.

38% supported the Option B proposal. The approved Bow Valley and Lake Louise interpretive plans would be implemented. In addition, more emphasis would be placed on providing interpretive services at Moraine Lake.

20% supported the Option C proposal. The approved Bow Valley and Lake Louise interpetive plans would be implemented, with more emphasis placed on providing interpretive services at Moraine Lake. In addition, increased emphasis would be placed on promoting the area's range of opportunities (e.g. through pamphlets, orientation signs at both ends of the parkway).

1% supported identifying Lake Louise as a major interpretation centre.

AREA 6

BANFF TOWNSITE REGION

AREA DESCRIPTION

The Banff Townsite Region is located in the Front Ranges of the Rocky Mountains, at the junction of the Bow and Cascade river valleys. The planning area begins at the Banff National Park East Gate and ends at the junction of the Trans Canada Highway and the Bow Valley Parkway. The area includes the Lake Minnewanka loop road, the Mt. Norquay ski area, and the town of Banff.

The Townsite Region has an international tourist reputation. The region is used year-round, although heaviest use is in the summer and winter months. Most of the use is concentrated in the town. The town of Banff has a permanent population of 5,700 and provides goods and services for the use and enjoyment of the park. The park's administrative, operational and maintenance services are also located in the townsite.

Important resource management concerns in the townsite region include the potential disturbance of archaelogical resources in the Vermilion Lakes area and the loss of important wildlife habitats, particularly montane grasslands.

The total number of responses received on this planning area was 357.

Options preferred:
- A 59%
- B 25%
- C 16%

TOPIC: TOWN OF BANFF

Level of Growth (357 responses)

42% supported the proposal outlined in Option A. Growth (consistent with the 32.5% increase in hotel/motel units identified in the existing community plan) would occur through in-filling. Existing boundaries would not expand, except for the inclusion of Tunnel Mountain commercial facilities.

27% preferred the Option B proposal. Growth (i.e. maximum 50% expansion in hotel/motel units) would occur through in-filling and, where environmentally appropriate, limited expansion of town boundaries. Parks Canada would assist in improving the town's urban environment.

16% favored the Option C proposal. Growth would be encouraged through boundary expansion, where environmentally appropriate, or by increasing allowable development densities.

11% recommended no more growth in the town.

3% suggested a reduction in size by moving selected commercial facilities to locations outside the park.

1% recommended that should growth occur, architectural designs should be strictly controlled.

Role of the Town (357 responses)

84% supported the role proposed in Option A. The town of Banff would serve (1) an expanded service role, (2) as a major interpretive centre in the park, and (3) as the administrative centre for the operation of the park.

16% supported the role proposed ih Option C. Parks Canada would initiate discussions aimed at making Banff a major tourist destination in a national park. Changes would be made in the range of services, vehicular and pedestrian circulation, appearance of facilities, interpretive opportunities and so forth. Signifigant capital investment would be required by both the private and public sectors.

TOPIC: ACCESS

Sundance Road (357 responses)

59% favoured the proposal outlined in Option A. Sundance Road, from the Cave and Basin to the Sundance picnic site, would be rehabilitated to a multi-purpose trail standard, with no vehicular access permitted.

23% favoured the proposal outlined in Option B. Controlled access to the Sundance Road by a designated resident outfitter and private organizations would continue to be permitted upon request.

18% preferred the Option C proposal. The section of the Sundance Road near the Cave and Basin would remain closed. A new connection from the Sunshine road would be constructed following an old alignment. Public access to Sundance Canyon would be permitted.

Vermilion Lakes Drive (357 responses)

65% supported the proposal outlined in Option A. Vermilion Lakes Drive would be retained as a low key scenic road.

20% favoured the proposal outlined in Option B. Vermilion Lakes Drive would be upgraded and connected with the Bow Valley Parkway.

15% recommended the proposal outlined in Option C. Vermilion Lakes Drive would be upgraded to a parkway standard and connected with the Bow Valley Parkway.

Banff Airfield (357 responses)

55% favoured the Option A proposal. The Banff airfield would be closed, although no action would be taken to jeopardize use of the field for emergency landings.

43% supported the Option B proposal. The Banff airfield would remain as an unlicenced field without ground facilities.

1% recommended upgrading the airfield in its present location to accommodate private and charter use and as an emergency facility.

1% recommended that the facility be removed and relocated outside the park.

Sulphur Mountain Road (357 responses)

62% supported the proposal outlined in Option A. The Sulphur Mountain road would be rehabilitated as it presents a significant landscape scar.

38% preferred no change to the existing situation.

Lake Minnewanka Loop Road (357 responses)

57% preferred that no change occur to the existing situation.

43% supported the Option B proposal. The Lake Minnewanka loop road would be upgraded as necessary.

Transit System (357 responses)

80% preferred no change to the existing situation.

20% supported the Option C proposal. A transit system to trailheads and day-use destinations would be encouraged.

TOPIC: ACCOMMODATION

Timberline Lodge (357 responses)

58% preferred no change to the existing situation.

41% favoured the Option B proposal. Timberline Lodge could expand to leasehold capacity. (Leasehold is 2.0 ha (5 acres). Approximately 25% is currently developed and 49 units of visitor accommodation are provided).

1% recommended that the size of the existing leasehold be reduced.

Relax Inn (357 responses)

58% preferred no change to the existing situation.

41% favoured the proposal outlined in Option B. The Relax Inn could expand to leasehold capacity, subject to environmental review and development proposal approval (Leasehold is 2.8 ha (6.94 acres). Development is currently planned for approximately 75% of the leasehold, providing 132 units of visitor accommodation).

1% recommended that the size of the existing leasehold be reduced.

Lake Minnewanka Tea House (357 responses)

82% preferred no change to the existing situation.

18% supported the proposal in Option C. A new lodge/tea-house operation would be encouraged at an environmentally-suitable site along Lake Minnewanka. The facility would be accessible only by boat.

Spray River Hostel (357 responses)

73% supported the proposal outlined in Option A. Spray River Hostel would be removed since the new Banff Hostel meets demand for the area.

27% supported the Option C proposal. Spray River Hostel would be upgraded and expanded to provide an alternative hostelling experience in the townsite region.

Two Jack Campground (357 responses)

83% preferred no change to the existing situation.

17% favoured the Option C proposal. Following expansion of campgrounds along the Bow Valley Parkway, consideration would be given to expansion of the Two Jack main campground or the development of a new facility in the Johnson Lake area, if required.

Campground Information (357 responses)

61% supported the proposal that an improved campground information/reservation system would be established.

39% preferred no change to the existing situation.

TOPIC: RECREATION AND DAY-USE OPPORTUNITES

Bison Paddock (357 responses)

56% supported the proposal outlined in Option A. The bison paddock would be removed and a free-roaming herd established in an appropriate area of the park.

27% supported the Option B proposal. The bison paddock would be relocated to a new site in the vicinity of the townsite which does not conflict with the seasonal movement of elk.

14% preferred that a small herd be relocated and promoted as a visitor attraction, with the remainder allowed to roam free.

3% felt that the herd should be relocated outside the park.

Trail Riding (357 responses)

56% preferred no change to the existing situation.

40% favoured the proposal outlined in Options B and C. Trail riding opportunities would be expanded.

4% recommended that trail riding opportunities be reduced.

Canoeing (357 responses)

54% preferred no change to the existing situation.

46% supported the proposal outlined in Options B and C. Facilities (e.g. access/egress sites and portages) would be provided for canoeists along the Bow River and Echo Creek/Vermilion Lakes.

Multi-Purpose Trail (Banff to Canmore) (357 responses)

82% preferred no change to the existing situation.

18% supported the proposal outlined in Option C. A multi-purpose trail would be developed between Banff and Canmore.

Windsurfer Storage (357 responses)

81% preferred no change to the existing situation.

17% supported the proposal outlined in Option C. Storage facilities would be provided for windsurfers at Two Jack Lake.

2% recommended that no windsurfing be allowed in the park, therefore there would be no need for storage.

New Group Picnic Area (357 responses)

83% preferred no change to the existing situation.

17% supported the proposal outlined in Option C. A new group picnic area would be established in the townsite vicinity.

Restaurant and Grocery Store (Lake Minnewanka/Two Jack Lake) (357 responses)

84% preferred no change to the existing situation.

16% supported the proposal outlined in Option C. A new restaurant/grocery store facility would be encouraged either at Lake Minnewanka or Two Jack Lake.

TOPIC: COMMUNICATION

Information - East Gate (357 responses)

80% favoured the proposal outlined in Option A. An information facility would be constructed at the east gate as planned.

19% recommended that a major visitor reception centre should be constructed in the east gate area to orient visitors to the Four Mountain Parks.

1% suggested that the information centre should be located at Bankhead to reduce congestion at the east gate entrance.

Interpretive Plan Implementation (357 responses)

73% preferred the proposal that full implementation of the town and Vermilion Lakes interpretive plans would become a priority.

27% preferred that these interpretive plans receive no particular priority.

Town Interpretive Services (357 responses)

81% preferred no change to the existing situation.

19% supported the proposal outlined in Option C. Town interpretive services would be expanded significantly and the town would serve as the focus for interpreting Banff National Park, the Rocky Mountain natural region and the Canadian national park system.

AREA 7

KOOTENAY NATIONAL PARK FRONTCOUNTRY

AREA DESCRIPTION

Kootenay National Park stretches in a north-south direction along the western slopes of the Great Divide. By road, the 1406 km^2 park is located approximately 140 km west of Calgary and 890 km northeast of Vancouver. Its boundaries to the northwest and northeast are shared with Yoho and Banff national parks.

Each year, approximately 2.5 million visitors enter the park. While many visitors stop to use and enjoy the park, a significant number pass through on their way to resort areas in the Columbia River Valley. Most use occurs in the summer and is focussed along the Banff-Windermere Highway. The most popular feature in the park is the Radium Hot Springs/Aquacourt with its hot and cool pools.

The park contains a cross-section of the Western Ranges of the Rocky Mountains, from the Rocky Mountain Trench to the high peaks of the Great Divide. It is centered along the Vermilion and Kootenay river valleys. Important resource concerns are the high number of elk killed by vehicles along the Banff-Windermere Highway, and the loss of important bighorn sheep habitat in Sinclair Canyon.

The total number of responses received on this planning area was 208.

Options preferred:
- A 53%
- B 33%
- C 14%

TOPIC: ACCESS

Highway 93 (208 responses)

59% of the public who responded supported the proposal outlined in Option A. Control measures for commercial traffic on Highway 93 would be considered.

41% supported the proposal that an increased effort would be made to emphasize park-related opportunities along Highway 93.

TOPIC: ACCOMMODATION

Vermilion Crossing Bungalows (208 responses)

40% favoured the proposal outlined in Option A. Vermilion Crossing Bungalows would be permitted to expand by 20% as previously approved.

31% favoured the proposal in Option B. Vermilion Crossing Bungalows could expand to leasehold capacity. (Leasehold is 1.6 ha (3.9 acres). Approximately 50% is currently developed and 10 units of visitor accommodation are provided).

11% recommended the proposal outlined in Option C. Expansion of outlying commercial accommodation could occur as in Option B. In addition, redevelopment could be of a higher density type (e.g. bungalow camps could be replaced by appropriately designed hotel or lodge). Leasehold expansion would be considered under exceptional circumstances.

11% suggested relocation of the bungalows to Radium or another more appropriate location in the park.

7% preferred no change to the existing situation.

Blakely's Bungalows (208 responses)

51% preferred no change to the existing situation.

30% supported the proposal as outlined in Option B. Blakeley's Bungalows could expand to leasehold capacity. (Leasehold is 0.8 ha (1.9 acres). Approximately 70% is currently developed and 23 units of visitor accommodation are provided).

12% favoured the proposal in Option C. Expansion of outlying commercial accommodation could occur as in Option B. In addition, redevelopment could be of a higher density type (e.g. bungalow camp could be replaced by appropriately designed hotel or lodge). Leasehold expansion would be considered under exceptional circumstances. Consolidation of the leaseholds in the Sinclair Canyon area would be required to support this type of development.

7% recommended relocation of the bungalows outside the park.

Mount Farnham Bungalows (208 responses)

51% preferred no change to the existing situation.

30% supported the proposal as outlined in Option B. Mount Farnham Bungalows could expand to leasehold capacity. (Leasehold is 0.9 ha (2.24 acres). Approximately 50% is currently developed and 8 units of visitor accommodation are provided).

12% favoured the proposal outlined in Option C. Expansion of outlying commercial accommodation could occur as in Option B. In addition, redevelopment could be of a higher density type (e.g. bungalow camp could be replaced by appropriately designed hotel or lodge). Leasehold expansion would be considered under exceptional circumstances. Consolidation of the leaseholds in the Sinclair Canyon area would be required to support this type of development.

7% preferred that the bungalows be relocated outside the park.

Hostels (208 responses)

79% preferred no change to the existing situation.

21% preferred the proposal outlined in Option C. A system of hostels could be established in the park, including new hostels at Hawk Creek, Kootenay Crossing and Sinclair Canyon (sites identified by the Canadian Hostelling Association).

New Roadside O.C.A. (208 responses)

85% preferred no change to the existing situation.

15% supported the Option C proposal. A new roadside outlying commercial accommodation operation could be developed between Vermilion Crossing and Settlers Road.

Campground for Cyclists-Canoeists (208 responses)

81% preferred no change to the existing situation.

19% supported the proposal outlined in Option C. A campground for cyclists and canoeists would be established along the Hector Gorge fire road.

Red Streak Campground (208 responses)

85% preferred that the situation remain unchanged.

15% supported the proposal in Option C. Red Streak campground would be expanded by 200 sites, of which a number would be winterized.

McLeod Meadows Campground (208 responses)

51% preferred no change to the existing situation.

49% preferred the proposal outlined in Options B and C. McLeod Meadows campground would be expanded to a maximum of 250 sites.

Marble Canyon Campground (208 responses)

50% preferred no change to the existing situation.

49% preferred the proposal outlined in Option B. Marble Canyon campground would be expanded to a maximum of 250 sites.

1% preferred expansion of the campground by less than 250 sites.

Staff Accommodation - Marble Canyon (208 responses)

51% preferred no change to the existing situation.

49% preferred the proposal outlined in Options B and C. New staff accommodation would be provided at Marble Canyon for warden service, interpretive service and visitor services staff.

Sinclair Canyon Warden Office (208 responses)

52% supported the proposal outlined in Option A. The Sinclair Canyon warden office would be relocated outside the park.

48% preferred no change to the existing situation.

Crook's Meadow Group Camp (208 responses)

85% favoured the proposal outlined in Option A. The Crook's Meadow group camp would be upgraded to accommodate 50 to 75 visitors.

14% favoured the Option C proposal. Crook's Meadow group camp would be upgraded and expanded to accommodate up to 150 visitors.

1% preferred no change to the existing situation.

TOPIC: RECREATION AND DAY-USE OPPORTUNITIES

Roadside Facilities (208 responses)

50% favoured the proposal outlined in Option A. Existing roadside facilities and related day-use opportunities would be upgraded.

35% preferred the proposal in Option B. Existing roadside facilities and related day-use opportunities would be upgraded and expanded (e.g. short walking trails at picnic sites and campgrounds).

15% favoured the proposal presented in Option C. Existing roadside facilities and related day-use opportunities would be upgraded and expanded. New facilities would be developed where appropriate (e.g. short walking trails, self-guiding interpretive trails and interpretive displays).

Radium Aquacourt (208 responses)

84% supported the proposal outlined in Options A and B. The required improvements would be made to the Radium Aquacourt.

14% supported the proposal in Option C. Major renovations would be made to the Radium Aquacourt to increase its capacity to handle visitors.

2% recommended that provisions be made for more parking and/or bus services to the site.

Facilities for Canoeists (208 responses)

55% supported the proposal outlined in Options B and C. Facilities (access/egress sites, portages) and information would be provided for canoeists on the Vermilion and Kootenay rivers.

45% preferred no change to the existing situation.

Sinclair Canyon Hiking Trails (208 responses)

86% preferred no change to the existing situation.

14% preferred the proposal outlined in Option C. The hiking trail system in the Sinclair Canyon area would be extended.

Trail Systems (208 responses)

82% preferred no change to the existing situation.

18% supported the proposal outlined in Option C. Trail systems connecting with campgrounds, picnic sites and commercially-operated facilities would be established.

Horse Use (208 responses)

Although no mention was made of horse use in the options, a number of responses (50) indicated that the use of horses should be carried out under very strict controls.

TOPIC: COMMUNICATION

Information Centre - Radium Junction (208 responses)

100% supported the proposal that an information centre would be provided in the Radium Junction area. The centre would also accommodate some park administrative functions, including the park warden office.

Interpretation - Radium Aquacourt (208 responses)

52% preferred no change to the existing situation.

35% supported the proposal outlined in Option B. The level of interpretation at the Radium Aquacourt would be exanded, consistent with the area's interpretive plan.

13% favoured the proposal in Option C. In addition to the expansion proposed in Option B, an interpretive centre would be developed in the renovated aquacourt.

Marble Canyon Information Centre (208 responses)

53% supported the proposal outlined in Option A. The Marble Canyon information centre would be upgraded.

33% preferred the proposal in Option B. A new and expanded information centre would be provided at Marble Canyon.

14% favoured the Option C proposal. In addition to the new information centre at Marble Canyon, expansion of interpretive facilities would also occur.

Information Along Highway 93 (208 responses)

60% preferred no change to the existing situation.

40% supported the proposal outlined in Options B and C. Information on park-related opportunities and interpretation of park resources would be emphasized along Highway 93.

AREA 8

YOHO NATIONAL PARK FRONTCOUNTRY

AREA DESCRIPTION

Yoho National Park is the smallest of the four contiguous Rocky Mountain national parks. Extending west from the Continental Divide, it is representative of the Eastern and Western Main Ranges of the western slopes of the Canadian Rockies. The park is bisected by the valley of the Kicking Horse River and is accessible year-round from the east and west by the Trans Canada Highway. The Kicking Horse Valley and Pass have been a major transmountain transportation route since the 1880's and the completion of the Canadian Pacific Railway.

Each year over 1.3 million visitors enter the park. Most use occurs in the summer and is focussed along the Trans Canada Highway, at Emerald Lake and the Yoho Valley. The community of Field, located in the park, has a resident population of less than 300. Few services are provided. Field is an administrative center for Parks Canada and the Canadian Pacific Railway. A number of commercial services are available in the park including motels, bungalow camps, dining facilities and a gas station.

The park, in particular the Yoho Valley, is known for its abundance of spectacular, easily accessible waterfalls. Due to the presence of many rare fossils, the Burgess Shales of the Cathedral Escarpment in Yoho is of international interest and has been designated a World Heritage Site.

The total number of responses received on this planning area was 219.

Options preferred:
- A 45%
- B 31%
- C 24%

TOPIC: COMMUNITY OF FIELD

Role of Field (219 responses)

69% of the public who responded favoured the concept that Field would continue to operate as an administrative centre for Parks Canada and the Canadian Pacific Railway.

29% supported Option C. Field would continue to operate as an administrative centre for Parks Canada and the Canadian Pacific Railway and play an increased visitor services role. Facilities would be provided for park visitors and railway travellers (e.g. restaurants, information facilities, store and hotel).

2% felt that the role of Field should not be increased.

TOPIC: ACCESS

Transit System to Trailheads and Day-Use Areas (219 responses)

73% did not support development of a transit system to trailheads and day-use destinations.

27% supported the proposal that development of a transit system to trailheads and day-use destinations would be encouraged.

Rail Access to Yoho (219 responses)

76% felt there should be no change from the existing situation in providing access to Yoho.

24% supported the proposal that railway access to Yoho would be encouraged.

Highway 1A - Lake Louise to Highway 1 (219 responses)

75% did not support the development of Highway 1A as a parkway.

25% supported the proposal that Highway 1A between Lake Louise and Highway 1 in Yoho would be developed as a parkway, providing pull-offs and improved picnic areas.

TOPIC: ACCOMMODATION

Emerald Lake Chalets (219 responses)

96% supported the proposal that Emerald Lake Chalets could be redeveloped as approved by Parks Canada in 1981 (81 units of overnight accommodation, dining facilities, meeting rooms, swimming pool, and day-use facilities).

3% did not support meeting rooms or swimming pools at the Chalets.

1% felt that Emerald Lake Chalets should be removed from the park.

West Louise (Wapta) Lodge (219 responses)

40% favoured the proposal that West Louise (Wapta) lodge would not be permitted to expand. The facility could be relocated to Field.

29% supported the proposal that West Louise (Wapta) Lodge could expand to the capacity of the leasehold (Leasehold is 5 ha (12.3 acres). Approximately 35% is currently developed and 44 units of visitor accommodation are provided.) The facility could also be relocated to Field.

22% supported the proposal that West Louise (Wapta) Lodge could expand to the capacity of the leasehold. The facility could also be relocated to Field. In addition, any redevelopment could be of higher density type (e.g. bungalow camp replaced by a hotel or lodge style development).

6% indicated that the lodge should be relocated to Field.

3% suggested leaving the lodge in its present situation.

Cathedral Mountain Chalets (219 responses)

45% favoured leaving Cathedral Mountain Chalets as they are.

31% felt Cathedral Mountain Chalets could expand to the capacity of the area under license of occupation. (Area under license of occupation is 0.8 ha (1.99 acres). Approximately 75% is currently developed and 16 units of visitor accommodation are provided).

23% supported the proposal that the Chalets could expand to the capacity of the area under license of occupation. In addition, redevelopment could be of a higher density type (e.g. bungalow camp replaced by a hotel or lodge style development).

1% did not want to see high density accommodation provided.

Hotel in Field (219 responses)

76% did not support a new hotel in Field.

24% supported the proposal that a hotel could be developed in Field either through the relocation of West Louise (Wapta) Lodge or Cathedral Mountain Chalets, or through the development of a new facility.

Whiskey Jack Hostel (219 responses)

55% supported the relocation of Whiskey Jack Hostel within the Yoho Valley, where it could be operated year-round.

42% favoured the proposal outlined in Option A. Whiskey Jack Hostel would be removed as the existing facility is located in an avalanche path and can only be used when the road is open. With sufficient demand, a new hostel could be built in Field.

3% suggested relocating the hostel to Field.

Second Hostel in Yoho (219 responses)

76% did not support construction of a second hostel in Yoho.

24% supported the proposal that a second hostel could be provided in Yoho. Depending on demand, this facility could be a destination facility in the Emerald Lake area or it could cater to through travellers at a location near the Trans Canada Highway.

Kicking Horse Campground (219 responses)

98% supported the expansion of the Kicking Horse campground.

2% felt the campground should be relocated but not expanded.

Hoodoo Creek Campground (219 responses)

54% supported upgrading Hoodoo Creek campground (e.g. showers and improved washrooms) to encourage more use.

42% supported the removal of Hoodoo Creek campground.

4% felt that the campground should remain as at present.

Takakkaw Falls Campground (219 responses)

46% felt there should be no change from the existing situation at the Takakkaw Falls campground.

30% supported the proposal that Takakkaw Falls campground would be expanded.

23% supported the proposal that Takakkaw Falls campground would be expanded and upgraded to facilitate use (e.g. loop road to load vehicles).

1% felt there should be a hostel or lodge in the area.

Ottertail Group Tenting (219 responses)

54% supported the proposal that the Ottertail group tenting area would be upgraded and expanded.

46% did not support changing the Ottertail group tenting area.

Overflow Campgrounds (219 responses)

99% supported the proposals for overflow campgrounds in Options B and C. No overflow campgrounds would be provided in the park (overflow needs to be met in the Lake Louise area, if required). Increased demand would be met by expansion of campgrounds in Yoho as well as in the Lake Louise area.

1% felt that the Yoho overflow campground should be upgraded.

TOPIC: RECREATION AND DAY-USE OPPORTUNITIES

Emerald Lake Trail - Upgrading for Use by Handicapped Persons (219 responses)

61% did not support changing the existing situation.

39% supported the proposal that part of the Emerald Lake trail would be upgraded to accommodate handicapped visitors.

Viewing Platform at Wapta Falls (219 responses)

43% did not support changing the existing situation.

31% supported the proposal that a viewing platform would be developed at Wapta Falls.

26% supported the proposal that a viewing platform would be provided at Wapta Falls and the trail would be extended to form a loop. The area would be promoted for cross-country skiing.

Snowmobiling (219 responses)

37% agreed with the proposal that snowmobiling would be discontinued in the Amiskwi Valley.

23% recommended eliminating snowmobiling from the park altogether.

21% favoured the proposal that snowmobiling would be discontinued in the Amiskwi Valley and permitted along Highway 1A in Yoho and Banff. In addition, the Great Divide picnic shelter would be upgraded as a warming hut for snowmobilers.

19% supported the proposal that snowmobiling would be discontinued in the Amiskwi Valley and permitted along Highway 1A in Yoho and Banff.

Winter Day-Use Opportunities (219 responses)

42% did not favour changing the existing day-use opportunities in the park.

34% favoured the proposal that winter day-use opportunities would be improved by providing a warming hut at Takakkaw Falls for winter day-users, grooming trails and providing more trail information.

24% supported the proposal that ski trails would be groomed. New ski trails improved for skiing. Warming huts would be provided at Takakkaw Falls, along the Amiskwi trail and along the O'Hara fire road.

TOPIC: COMMUNICATION

Burgess Shales Display (219 responses)

72% did not support changing the existing situation.

28% supported the proposal that a major display interpreting the Burgess Shale World Heritage Site would be developed to serve as a destination attraction.

Information Services (219 responses)

42% favoured the proposal that information services within the park would be centralized and a new information facility would be provided in conjuction with the Province of Alberta.

58% supported the proposal that information services within the park would be centralized and more space would be provided for information, orientation and interpretation. A new information facility would be provided in conjuction with the Province of Alberta.

Interpretive Services for Railway Travellers (219 responses)

76% did not favour changing the existing situation.

24% supported the proposal that interpretive services for railway travellers would be provided.

Orientation Facilities - West Gate (219 responses)

76% supported the proposal that a low-key, unmanned orientation facility (e.g map) would be provided at the west gate.

24% did not support changing the existing situation.

SUMMARY OF RESPONSES ON THE BACKCOUNTRY OPTIONS

Options A, B and C were applied separately to the backcountry of each of the four parks.

In this section, the three options for the backcountry are outlined, in general, followed by a summary of public comments for the backcountry of each park.

Option A

Emphasizes maintaining the natural and unimpaired character of the backcountry. Large tracts of land would be managed to provide wildland opportunities. No new lodges, trail shelters, alpine huts or group camps would be permitted. Facilities causing severe environmental impacts or user conflicts would be relocated or removed.

Option B

The existing range and distribution of backcountry opportunities would be continued. No new accommodation facilities would be built. Existing facilities could be upgraded and/or expanded.

Option C

Steps would be taken to increase use and to broaden the range of available backcountry opportunities. New semi-primitive areas would be created. New lodges and trail shelters would be provided and access made easier by techniques such as upgrading trails to permit more horse use and allowing controlled public transit.

AREA 9

JASPER NATIONAL PARK BACKCOUNTRY

AREA DESCRIPTION

Jasper National Park is the largest national park in southern Canada, encompassing an area of approximately 10,900 km^2. The vast majority of this land is managed as backcountry and much of it is true wilderness. Jasper's backcountry offers a variety of recreational opportunities. Semi-primitive areas provide high standard trails and may contain commercial lodges, group camps and trail shelters. They are the most heavily used and developed areas of the backcountry. Wildland areas are at the opposite end of the backcountry opportunity spectrum. In these relatively undisturbed areas, no facilities are found, trails are absent or maintained to a low standard and random camping is permitted. Primitive areas provide recreational opportunities somewhere between these two extremes. Designated campsites are a feature of these areas.

Forty percent of the overnight use in the backcountry of these four national parks occurs in Jasper. Use is heaviest on the Tonquin Valley-Amethethyst Lake trail, the Skyline-Watchtower trail and portions of the North Boundary trail. The majority of use is by hikers. Trail-riding, and ski touring are also popular.

In managing Jasper's backcountry, the main concerns are: the impact of use on wildlife, particularly caribou; trail deterioration due to intensive horse use in specific areas; and easier, uncontrolled access to boundary areas due to resource extraction activities in the surrounding region.

The total number of responses received on this planning area was 377.

Options preferred:
A 56%
B 24%
C 20%

TOPIC: DISTRIBUTION OF OPPORTUNTIES

Changes were proposed for the following areas:

Skyline - Maligne Pass Areas (377 responses)

96% pf the public who responded supported the proposal outlined in Option A. The Maligne Pass trail would become a semi-primitive area with the introduction of a commercial horse camp relocated from the Skyline trail.

4% supported continuing the existing situation.

Fryatt Valley - Geraldine Lakes Area (377 responses)

79% preferred no change from the existing situation.

21% supported the proposal outlined in Option C. An enlarged semi-primitive area would be created by linking the Fryatt Valley trail to the Geraldine Lakes trail, and providing shelters along the trail.

Celestine Lake (377 responses)

72% preferred the proposal outlined in Option A. The primitive area around Celestine Lake would be expanded with the closure of all or part of the Celestine Lake road.

19% supported the proposal outlined in Option C. The Celestine Lake area would be managed as a semi-primitive area with a backcountry lodge permitted on the lake.

9% preferred no change to the existing situation.

Skyline Trail (377 responses)

78% supported the proposal outlined in Option A. The Skyline trail would become a primitive area with the removal of the horse camp and Shangrila cabin.

19% preferred no change to the existing situation.

3% recommended that all horse use should be removed from this area of the park.

Moab and Geraldine Lakes (377 responses)

57% preferred no change to the existing situation.

43% supported the proposal outlined in Option A. New primitive backcountry areas would be created around the Moab and Geraldine lakes roads with the closure of these roads and rehabilitation to trail standard.

Jacques Lake/Merlin Pass (377 responses)

79% recommended no change to the existing situation.

21% supported the proposal outlined in Option C. The Jacques Lake/Merlin Pass area would be managed as a semi-primitive area with shelters provided along the route for year-round use.

Fortress Lake Trail (377 responses)

62% preferred no change to the existing situation.

36% supported the proposal outlined in Option C. The Fortress Lake trail would be managed as a semi-primitive area with shelters provided along the route for year-round use.

2% expressed concern about permitting too many shelters in the area.

Southesk and Rocky Rivers (377 responses)

80% preferred no change to the existing situation.

20% supported the proposal outlined in Option C. The headwaters of the Southesk and Rocky rivers would be managed as primitive rather than wildland to provide greater opportunities for horse use.

Wildland Opportunities - Jasper/Banff (377 responses)

88% supported the proposals outlined in Options A and B. Jasper, along with Banff, would provide the majority of wildland opportunities within the block.

12% preferred the proposal outlined in Option C. Jasper would provide the majority of wildland opportunities within the block.

Snaring Wildland Area (377 responses)

100% supported the proposal outlined in all three options. A moderate expansion of the Snaring wildland area would occur by extending it to the west park boundary.

TOPIC: ACCESS

Moab and Geraldine Lakes Roads (377 responses)

63% supported the proposal outlined in Option A. The Moab and Geraldine lakes roads would be closed to public access and rehabilitated to an appropriate trail standard.

35% preferred no change to the existing situation.

2% believed that the road should remain open and be upgraded.

Fire Roads (377 responses)

87% supported the proposal outlined in Options A and B. All fire roads would be closed and rehabilitated to an appropriate trail standard.

12% preferred no change to the existing situation.

1% suggested that the fire roads be kept open and designated for horse-use where separation from hiking trails is possible.

Celestine Lake Road (377 responses)

57% recommended the consideration of the two alternatives outlined in Option A:
i) close the road to public vehicular access at Devona, enlarging the backcountry area around Celestine Lake; or
ii) close the road to public vehicular access just past the Snaring River Campground. Pedestrian access from Highway 16 to the other side of the Athabasca River would be provided by a footbridge over the Athabasca in the vicinity of the Snake Indian River. (There was no clear indication as to which alternative was preferred).

31% preferred no change to the existing situation.

12% supported the proposal outlined in Option C. Private vehicle access would be permitted on the Celestine Lake road under the current conditions. The operator of the new lodge at Celestine Lake could provide transit access to the lodge.

Foot Bridge on the Fiddle River Trail (377 responses)

87% preferred no change to the existing situation.

13% supported the proposal outlined in Option B. A footbridge would be provided on the Fiddle River trail to improve access.

Trail Linkage with Mount Robson Provincial Park (377 responses)

56% preferred no change to the existing situation.

44% supported the proposal outlined in Option C. New trail linkages with Mt. Robson Provincial Park would be developed from the Tonquin Valley area.

Loop Trail - Fryatt and Geraldine Lakes (377 responses)

79% supported the proposal outlined in Option C. A trail would be constructed to link the Fryatt trail to the Geraldine Lakes trail. This would create a new three-day loop trail in the park.

21% preferred no change to the existing situation.

Trailhead - Skyline Trail (377 responses)

57% preferred no change to the existing situation.

43% preferred the proposal outlined in Option C. The northern trailhead of the Skyline trail would be improved and relocated off the existing fire road (e.g. move trailhead to Old Fort Point area).

Pedestrian Bridge - Athabasca River (377 responses)

57% supported the proposal outlined in Option C. A pedestrian bridge would be built across the Athabasca River to provide alternate access to the area north of the river and increase backcountry trail opportunities.

43% preferred no change to the existing situation.

TOPIC: ACCOMMODATION

Roofed Accommodation - Tonquin Valley (377 responses)

54% supported the proposal outlined in Option A. The two lodges in the Tonquin Valley could be made available primarily to hikers and skiers, since horse use would be discontinued.

40% recommended that the two lodges be permitted to expand.

6% recommended that a shelter be provided on the Tonquin Valley trail in the Maccarib watershed, in addition to the two lodges in the area.

Curator Horse Camp - Skyline Area (377 responses)

58% supported the proposal outlined in Option A. The Curator horse camp would be relocated from the Skyline trail to a more suitable location (e.g. on the Maligne Pass trail or other more suitable location) due to lack of graze, poor soils and poor drainage.

28% preferred no change to the existing situation.

14% supported the proposal outlined in Option C. A shelter would be provided on the Skyline trail in the Curator Lake area.

Shangrila Cabin - Skyline Area (377 responses)

52% supported the proposal outlined in Option A. Shangrila cabin would be removed from the Skyline trail.

38% recommended that the cabin be retained and operated by the Alpine Club.

10% recommended that the cabin be retained and upgraded.

Celestine Lake - Lodge Development (377 responses)

70% preferred no change to the existing situation.

30% supported the proposal outlined in Option C. A new backcountry lodge could be developed on Celestine Lake, with access by hiking from the existing lake parking lot or transit run by the lodge operator. Transit access could also be provided along the entire Celestine Lake road.

Geraldine Lakes/Fryatt Valley Trail Shelter (377 responses)

63% preferred no change to the existing situation.

37% supported the proposal outlined in Option C. A shelter would be provided in the vicinity of Upper Geraldine Lake on the new Fryatt Valley - Geraldine Lakes trail.

Jacques Lake and Merlin/Jacques Pass Shelters (377 responses)

80% preferred no change to the existing situation.

20% supported the proposal outlined in Option C. A shelter would be provided in the Jacques Lake area and along the Merlin/Jacques Pass route for year-round use.

Fortress Lake Trail to Hamber Provincial Park Trail Shelters (377 responses)

80% preferred no change to the existing situation.

20% supported the proposal outlined in Option C. Shelters would be provided on the Fortress Lake trail going to Hamber Provincial Park.

Reservation System - Roofed Accommodation in Tonquin Valley (377 responses)

56% preferred no change to the existing situation.

44% supported the proposal outlined in Option B. A coordinated reservation system would be operated for winter use of roofed accommodation in the Tonquin Valley in order to encourage more winter use.

TOPIC: RECREATIONAL USE

Snowmobiling (377 responses)

63% supported prohibiting snowmobiling in all backcountry areas.

35% preferred no change to the existing situation.

2% recommended limiting snowmobiles to emergency use by Parks Canada staff.

Horse Use - Skyline Trail and Tonquin Valley
(377 responses)

58% supported the proposal outlined in Option A. Horse use would be discontinued on the Skyline and Tonquin Valley trails. Other opportunities would be provided in less sensitive areas of the park.

20% supported the proposal in Option B. Horse use into the Tonquin Valley would be modified so horses go in and out using the same route, leaving the other route for hikers only.

19% preferred no change to the existing situation in the Tonquin Valley.

3% supported the proposal outlined in Option C. In addition to the proposals in Option B, horse use could be increased only if corrals and feed were provided.

Horse Grazing (377 responses)

97% supported the proposal outlined in Options A and B. Horse grazing would not be permitted in wildland areas.

3% indicated that horse grazing should be allowed in wildland areas.

AREA 10

BANFF BACKCOUNTRY

AREA DESCRIPTION

About 6,000 km^2 of Banff National Park is presently managed as backcountry. Banff's backcountry offers a variety of recreational opportunities. Semi-primitive areas provide high standard trails and may contain commercial lodges, group camps and trail shelters. They are the most heavily used and developed areas in the backcountry. Wildland areas are at the opposite end of the backcountry oppportunity spectrum. In these relatively undisturbed areas, no facilities are found, trails are absent or maintained to a low standard and random camping is permitted. Primitive areas provide recreational opportunities somewhere between these two extremes. Designated campsites are a feature of these areas.

Just under 15,000 visitors stay in the Banff backcountry each year. Backcountry use in the park is unevenly distributed. The majority of visitors travel to a few areas on a limited number of weekends. The Baker - Johnston - Forty Mile area, the Egypt Lake area, the Skoki - Red Deer Lakes area, and Bryant Creek receive the vast majority of backcountry use. Hiking and trail riding are the most popular summer backcountry activities.

There are approximately 1,300 km of designated trails in the park. The park provides a range of accommodation facilities consisting of three trail shelters, six alpine huts and four commercial lodges and cabins. In about one-half of the park, random camping is permitted. Backcountry visitors must use designated primitive campsites (of which there are 46) in the remaining areas. A system of use restrictions apply to camping, party size, use of fires and horses.

The major resource management concerns associated with the Banff backcountry are bear-human interactions and the impacts of intensive commercial horse use.

The total number of responses received on this planning area was 432.

Options preferred:
- A 50%
- B 37%
- C 13%

TOPIC: DISTRIBUTION OF OPPORTUNITIES

Changes were proposed for the following areas:

Egypt Lake - Shadow Lake Area (432 responses)

50% of the public who responded supported the proposal that the Egypt Lake/Shadow Lake area would become a primitive area with the removal of the Egypt Lake trail shelter and Shadow Lake cabin.

50% felt that there should be no change to the existing situation.

Brewster Creek Area (432 responses)

63% supported the proposal that the Brewster Creek area would be managed as a semi-primitive area only as long as the commercial horse operation to Assiniboine Lodge continues.

37% felt that there should be no change to the existing situation.

Flint's Park - 40 Mile Summit Area (432 responses)

51% supported the proposal that the Flint's Park - Forty Mile Summit area would become a primitive area, with a major emphasis directed to wildlife protection. Commercial horse camps would be relocated to a suitable alternate location (e.g. the Spray Valley). The southern portion of the Cascade Valley would remain a semi-primitive area.

49% felt that there should be no change to the existing situation.

Skoki Area (432 responses)

88% recommended no change from the existing situation regarding the Skoki semi-primitive area.

12% supported the proposal that the Skoki semi-primitive area would be expanded. Further study would be required to determine whether the extension should occur in the Red Deer or Baker watersheds.

New Semi-primitive Areas (432 responses)

88% recommended no change from the existing situation regarding new semi-primitive areas in the park.

12% supported the proposal that new semi-primitive areas would be established in association with new lodges and trail shelters (Marvel Lake, Shadow Lake and Paradise Valley areas would be considered).

Wildland Areas in Banff (432 responses)

88% supported no change from the existing situation except for possible minor adjustments of opportunity area boundaries as a result of additional investigations.

12% supported the proposal that wildland areas in Banff would be identified once requirements for new group camps, lodges, trail shelters and alpine huts had been established.

Wildland Opportunities (432 responses)

88% favoured the proposal that Banff, along with Jasper, would provide the majority of wildland opportunities within the block.

12% supported the proposal that Banff would provide the majority of semi-primitve opportunities in the block through the expansion of existing semi-primitive areas, and the development of new areas.

TOPIC: ACCESS

Fire Roads (432 responses)

48% supported the Option A proposal. All fire roads would be closed and, where feasible, rehabilitated to an appropriate trail standard. First priority for rehabilitation would be the Cascade, Spray and Redearth roads.

30% supported the proposal outlined in Option B. All fire roads would be closed and, where feasible, rehabilitated to an appropriate trail standard. Exception would be the Brewster road, the Cascade road to Stoney Creek and the Redearth road to Lost Horse Creek. These roads would continue to be used by outfitters to transport guests and supplies on a controlled basis.

12% supported the Option C proposal. Outfitters would be permitted to transport their guests and supplies on designated fire roads. These would include the Redearth, Spray, Brewster and Cascade roads. All remaining fire roads would be closed and rehabilitated to an appropriate trail standard.

8% felt that all fire roads should be kept open and used for cross-country skiing or horse use.

2% suggested restricting use of the fire roads by not allowing hiking, cross-country skiing or horses.

Corridors for Low-Level Aircraft Overflights (432 responses)

49% supported the proposal that corridors for low-level aircraft overflights would be established, particularly in the southern portion of Banff where considerable helicopter traffic to Mount Assiniboine Provincial Park presently exists.

48% did not see a need to change the existing situation.

3% felt that helicopter and aircraft low-level overflights should not be allowed.

Public Transit (432 responses)

88% felt that no change should occur to the existing situation.

12% supported the proposal that controlled public transit would be permitted on the Redearth road either to Lost Horse Creek or Pharaoh Creek. Consideration would also be given to permitting public transit on the Spray road and to Stoney Creek on the Cascade road.

Public Access to Selected Lodges (432 responses)

88% felt that no change from the existing situation should occur.

12% supported the proposal that public access to selected lodges would be improved by providing high standard trails for horse use or permitting controlled public transit.

Ski Trail Grooming (432 responses)

82% recommended no change from the existing situation regarding ski trail grooming.

17% supported the proposal that ski trail grooming would be permitted, where appropriate, to selected trail shelters and commercial lodges.

1% suggested grooming fire roads for cross-country skiing.

TOPIC: ACCOMMODATION

Alpine Huts and Shelters (432 responses)

47% supported the proposal that existing alpine huts could be upgraded where necessary.

33% felt that there should be no change to the existing alpine hut and shelter situation.

16% supported the proposal that the system of alpine huts and bivouac shelters could be expanded in semi-primitive and primitive areas. Existing huts could be upgraded and expanded. Where feasible, improvements could be made to accommodate hut custodians.

4% felt that the huts and shelters should be removed from the backcountry.

Trail Shelters - Skoki Area (432 responses)

87% did not see a need to change the existing situation.

13% supported the proposal that several new trail shelters would be established in the Skoki area.

Ptarmigan Hut (432 responses)

88% did not see a need for upgrading the Ptarmigan hut.

12% supported the proposal that the Ptarmigan (or Halfway) hut would be upgraded and retained as a warming shelter.

Brewster Valley Shelters (432 responses)

51% supported the proposal that the Ten Mile and Halfway cabins in the Brewster Valley would be removed if the commercial horse operation to Mount Assiniboine Lodge were discontinued.

49% suggested that there should be no change from the existing situation.

Bryant Creek Trail Shelter (432 responses)

63% felt that there should be no change from the existing situation.

36% supported the proposal that the Bryant Creek trail shelter would be upgraded and expanded.

1% suggested removing the shelter from the area.

Paradise Valley Lodge (432 responses)

87% felt there should be no change to the existing situation.

12% supported the proposal that the development of a new commercial lodge would be considered in the Paradise Valley area.

1% suggested providing a shelter or campground instead of a lodge.

Marvel Lake Lodge (432 responses)

88% felt that there should be no change from the existing situation.

12% supported the proposal that the development of a new commercial lodge would be considered in the Marvel Lake area.

Shadow Lake Cabin (432 responses)

50% supported the proposal that the commercially operated Shadow Lake cabin would be removed for environmental reasons and/or to provide a level of facility development consistent with primitive opportunities in the area.

38% felt that the cabin should remain as it presently exists.

12% favoured the proposal that the Shadow Lake cabin could be expanded to a lodge and an additional shelter would be located in the Haiduk Lake area.

Skoki Lodge (432 responses)

49% supported the proposal that alternate means of supplying and servicing Skoki Lodge during the summer would be investigated. For example, controlled helicopter access may be preferable to the existing horse access.

48% supported the proposal that alternate means of supplying and servicing Skoki Lodge during the summer would be investigated. For example, controlled helicopter access may be preferable to the existing horse access. In addition, limited expansion would be permitted in association with any upgrading of the facility.

2% supported upgrading and expansion but not the use of helicopters to bring in supplies and services.

1% favoured upgrading but not expanding the lodge.

Egypt Lake Shelter (432 responses)

48% supported the proposal that the Egypt Lake trail shelter would be upgraded and expanded.

47% supported the proposal that the Egypt Lake trail shelter would be removed for environmental reasons and/or to provide a level of facility development consistent with primitive opportunities in the area.

5% suggested retaining the shelter, but not expanding it.

Flint's Park Tent Camp (432 responses)

50% of the responses supported the proposal that environmental consequences associated with the Flint's Park and Mystic Tent camps would be investigated. If suspected impacts do occur, the camp would be encouraged to relocate elsewhere in the park (e.g. Spray Valley)

37% supported the Option B proposal. The camp would be encouraged to relocate in a manner which does not interfere with the outfitters' loop trail.

13% felt that there should be no change to the existing situation.

Group Camps (432 responses)

50% supported the Option A proposal. The existing nature and operation of large rotational group camps in the park would be altered. Changes would be required for the Trail Riders of the Canadian Rockies, the Skyline Hikers and, to a lesser extent, the Alpine Club of Canada's General Mountaineering Camps. Specifically:

- no large group camps would be permitted in wildland area,
- party sizes would be reviewed with the intent of reducing maximum allowable numbers,
- environmental impacts and visitor conflicts associated with group camps would be reviewed and unacceptable camps relocated,
- the total number of rotational camps in the park would not increase,
- organizations desiring more group camps would be encouraged to seek locations outside of the Mountain Park Block.

29% supported the Option B proposal. The alterations proposed in Option A would occur, except that the allowable group size would not be reviewed.

12% supported the Option C proposal. Existing rotational group camps would remain, except where severe environmental impacts and user conflicts are apparent. In such cases, the camps would be relocated if a more suitable site could be found. Applications by non-profit organizations for new group camps would be reviewed on an individual basis.

7% felt that the size of rotational group camps should be restricted to approximately 35 people.

1% felt that the restrictions on group camps should be eased.

1% favoured removing group camps from the park or reducing their number.

TOPIC: RECREATIONAL USE

Horse Use (432 responses)

38% favoured the proposal that strict controls would be imposed on non-resident horse outfitters entering the park from provincial lands. Commercial horse operations would be confined to selected corridors unless they comply with size restrictions consistent with other park users.

24% supported the proposal that improvements would be made to meet the requirements of private horse users, such as upgrading designated camping areas. Large commercial horse parties would be restricted to semi-primitive and primitive areas. Parties entering wildland areas would be subject to size restrictions consistent with other park users.

11% recommended allowing horse use but providing strict controls.

10% supported the proposal that improvements would be made to meet the requirements of private horse users, such as upgrading designated camping areas. In addition, trailhead facilities would be provided at key locations. Increased commercial horse use would be permitted, although party size restrictions would apply in wildland areas.

6% recommended separating horse and hiker trails.

6% felt horse use should be totally removed from the park.

2% recommended allowing more horse use than was proposed.

2% recommended no change to the existing situation.

1% favoured use of horses by wardens only.

Note: The public did not distinguish between private and commercial horse use.

TOPIC: MISCELLANEOUS

The following topics were not specifically addressed in the options, although they were the subject of several comments:

Communications

Eleven respondents identified the need for more information programs in the backcountry.

Motorized Access

Thirty-seven respondents recommended that no vehicle traffic, snowmobiles, or motorbikes should be allowed in the backcountry.

Bicycle Use

Seventy-four respondents recommended allowing bicycle use on the backcountry fire roads and trails.

Ten respondents recommended against bicycle use in the backcountry.

Hiking Trails

Twenty-five respondents wanted existing trails better maintained and upgraded or expanded.

Five respondents felt that hiking access should be restricted.

AREA 11

KOOTENAY NATIONAL PARK BACKCOUNTRY

AREA DESCRIPTION

Kootenay National Park stretches for 104 km in a north-south direction along the western slopes of the Great Divide, and is centered along the valleys of the Vermilion and Kootenay rivers. About 1,100 km^2 of the park is managed as backcountry. The park is located approximately 140 km west of Calgary and 890 km northeast of Vancouver. Its boundaries to the northeast and northwest are shared with Yoho and Banff national parks.

In 1983, 1,638 visitors stayed overnight in Kootenay's backcountry areas. This accounts for 6% of the overnight backcountry use in the Four Mountain Parks. The vast majority of use occurs in the park's northwest corner - from Floe Lake to Helmet Falls. About 90% of the visitor nights recorded in the park's backcountry occur in this area. Most use occurs during the summer months as the park's narrow valleys are avalanche prone. Kootenay's backcountry provides primitive opportunities with over 230 km of maintained trails, one alpine hut, and 15 primitive campsites.

The main resource management concerns are resource impairment in areas which receive high use levels, and bear-human conflicts.

The total number of responses received on this planning area was 227.

Options preferred:
- A 56%
- B 28%
- C 16%

TOPIC: DISTRIBUTION OF OPPORTUNITIES

Semi-primitive Areas (227 responses)

79% of the public who responded preferred no change to the existing situation.

16% supported the proposal outlined in Option C. The north end of the park, from Floe Lake to Goodsir Pass, would be managed as a semi-primitive area. The system would also extend into Banff along Hawk Creek and into Yoho along MacArthur Creek.

3% felt that more backcountry use in semi-primitive areas should be encouraged.

2% believed that access to the backcountry semi-primitive areas should be made more difficult.

TOPIC: ACCESS

Fire Roads (227 responses)

43% supported the proposal outlined in Option A. All fire roads would be closed and, where appropriate, rehabilitated to a suitable trail standard.

31% preferred the proposal in Option B. Fire roads would be closed and, where feasible, rehabilitated to an acceptable trail standard. The East Kootenay fire road would be upgraded to a standard acceptable for touring bicycles.

16% agreed with the proposal outlined in Option C. All fire roads would be closed and rehabilitated to an appropriate trail standard. A high standard bicycle route would be established along the East Kootenay and Hector Gorge fire roads. During the winter months the southern portion of the East Kootenay trail would be maintained as a groomed nordic route.

9% felt that bicycles should be eliminated from the fire roads.

1% recommended that the fire roads be kept open.

TOPIC: ACCOMMODATION

Fay Hut (227 responses)

53% supported the proposal outlined in Option A. Fay Hut would be removed since it is no longer used primarily as an alpine hut. Over-use has caused environmental problems and a degraded visitor experience. A small and higher elevation bivouac shelter could be constructed in the vicinity.

29% favoured the proposal in Option B. Fay Hut would be upgraded and, if a custodian is warranted, expanded.

16% supported the proposal outlined in Option C. Fay Hut would be expanded and upgraded. Additional huts could be constructed along the Rockwall and at Mount Verendrye.

1% supported the proposal in Option B, but not the provisions for a custodian.

1% believed that the hut should be relocated to a more appropriate location.

Adirondack Shelters (227 responses)

46% preferred no change to the existing situation.

29% supported the proposal outlined in Option B. Primitive campsites in the Floe Lake-Helmet Falls area would be upgraded. Campsites throughout the park would be relocated, where appropriate, to upgrade the quality of visitor experiences.

18% favoured the proposal outlined in Option C. Adirondack trail shelters would be provided at designated campsites in the semi-primitive area (e.g. Floe Lake, Numa Creek, Tumbling Creek and Helmet Falls). These facilities would be designed for summer use only.

4% felt that shelters should not be developed.

3% suggested that shelters be provided for small groups only.

East Kootenay Road - Warming Shelters (227 responses)

78% preferred no change to the existing situation.

22% supported the proposal outlined in Option C. Warming shelters would be established at suitable locations along the East Kootenay road for the use of nordic skiers.

Hector Gorge Camping (227 responses)

84% preferred no change to the existing situation.

16% supported the proposal outlined in Option C. A primitive camping area would be established at the south end of Hector Gorge for use by canoeists, kayakists and bicyclists.

TOPIC: RECREATIONAL USE

Horse Use - Commercial (227 responses)

79% preferred the proposal outlined in Option A. No commercial horse operations would be permitted in the park, except for existing operations which access provincial lands from within the park.

21% preferred no change to the existing situation.

Horse Use - Private (227 responses)

70% preferred the proposal outlined in Option A. Private horse use could occur in designated areas, although no improvements would be made to existing facilities.

13% recommended that no private horse use be permitted in the backcountry.

9% supported the Option B proposal. Private horse use would be permitted in designated areas.

5% supported the proposal that facilities would be provided for private horse users (e.g trailhead holding corrals, backcountry campsites).

3% recommended no horse use except for warden services.

Recreational Pursuits (227 responses)

84% preferred no change to the existing situation.

16% supported the proposal outlined in Option C. Opportunities for a variety of recreational pursuits would be made available. These would include backcountry bicycling, canoeing and nordic skiing.

TOPIC: MISCELLANEOUS

The following topics were not specifically addressed in the options, although they were the subject of several comments:

Snowmobiles

Twelve respondents recommended that strict restrictions be put on snowmobile use in the park.

Communications

Eight respondents included a comment on the topic of communications saying there should be more information and interpretive opportunities in the Kootenay National Park backcountry.

AREA 12

YOHO NATIONAL PARK BACKCOUNTRY

AREA DESCRIPTION

Yoho National Park is representative of the Eastern and Western Main Ranges of the Canadian Rockies. The Kicking Horse River bisects the park, running in a northeast to southwest direction. The northeastern boundary of Yoho is shared with Banff National Park. Kootenay National Park lies to the southeast.

The majority of Yoho's 1,313 km^2 area is managed as backcountry. The park offers a variety of backcountry opportunities. Semi-primitive areas such as the Lake O'Hara area and Yoho Valley provide high standard trails, commercial lodges and trail shelters. A bus system operated by the owner of the Lake O'Hara Lodge provides transportation to that area for lodge guests and other park visitors. Primitive areas offer designated campgrounds and well maintained trails. Wildland areas of the park offer a low trail standard and random camping. Where designated campgrounds exist, there is a campground quota on the number of tents which can be accommodated.

The vast majority of use is concentrated in the Lake O'Hara area and the Yoho Valley. There are approximately 10,000 visitor nights (number of people x length of stay) spent in the Lake O'Hara area each year. The Yoho Valley receives approximately 2,400 visitor nights each year.

The main resource management concerns associated with backcountry use include; the protection of the Burgess Shales (a World Heritage Site) and other concentrations of fossils; and resource impairment in areas which receive high use levels.

The total number of responses recieved on this planning area was 229.

Options preferred:
A 69%
B 27%
C 4%

TOPIC: DISTRIBUTION OF OPPORTUNITIES

Changes were proposed for the following areas:

Amiskwi Valley (229 responses)

90% of the public who responded supported the proposal outlined in Option A. A new wildland area would be created by permitting random camping in the Amiskwi Valley.

5% recommended that random camping in the Amiskwi Valley should be restricted and monitored for environmental impact.

5% did not support random camping in the Amiskwi Valley.

Ottertail - Goodsir Pass (229 responses)

93% preferred no change to the existing situation.

7% supported the proposal outlined in Option C. The Ottertail/Goodsir Pass route would be managed as a semi-primitive area with overnight shelters provided.

TOPIC: ACCESS

Fire Roads - Otterhead, Ice River, Porcupine, Amiskwi (229 responses)

91% of the public who responded favoured the proposal outline in Option A. The Otterhead, Ice River, Porcupine and Amiskwi fire roads would be rehabilitated to an acceptable trail standard.

8% supported the Option C proposal. The Otterhead, Ice River, Porcupine and Amiskwi fire roads would be rehabilitated to a standard suitable for backcountry bicycle and horse use.

1% preferred no changed to the existing situation.

Lake O'Hara Day-Use (229 responses)

64% supported the proposal outlined in Option A. The number of day-users permitted to enter the Lake O'Hara area would be strictly controlled. Day-use could be reduced from the existing level.

32% supported increasing the number of day-users permitted to enter the Lake O'Hara area.

3% preferred no change to the existing situation.

1% felt that Lake O'Hara should be considered frontcountry and treated as such.

New Trail - Little Yoho Valley - Amiskwi (229 responses)

84% preferred no change to the existing situation.

16% supported the proposal outlined in Option C. A new trail would be developed from the Little Yoho Valley into the Amiskwi Valley, using Kiwetinok Pass.

TOPIC: ACCOMMODATION

Roofed Accommodation - Little Yoho/Yoho Valleys (229 responses)

83% preferred no change to the existing situation.

9% supported the proposal outlined in Option B. The existing overnight accommodation facilities in the Yoho/Little Yoho valleys could be expanded.

8% favoured the proposal in Option C. Existing roofed accommodation in the Yoho/Little Yoho valleys would be permitted to expand with the objective of having a loop trail system which could be used while relying on roofed accommodation in summer and winter.

Overnight Shelters - Ottertail - Goodsir Pass (229 responses)

93% preferred no change to the existing situation.

7% supported the proposal outlined in Option C. Overnight shelters would be provided on the Ottertail/Goodsir Pass route.

Overnight Accommodation vs. Day Use - Lake O'Hara (229 responses)

46% preferred no change to the existing situation.

28% preferred the second proposal outlined in Option B. The capacity of existing overnight accommodation would be increased, and day-use would be kept at the existing level.

26% preferred the first proposal outlined in Option B. Overnight accommodation would be maintained with no expansion, and day-use would be increased.

Accommodation Facilities at Lake O'Hara (229 responses)

82% preferred no change to the existing situation.

8% supported the proposal outlined in Option C. The campground and relocated ACC shelter in the Lake O'Hara area would be permitted to expand. The existing lodge could expand to the capacity of the leasehold.

10% preferred the proposal outlined in Option C. Another lodge could be developed in the Lake O'Hara area.

Campgrounds - Yoho/Little Yoho Valleys (229 responses)

91% supported the proposal outlined in Option A. Some campgrounds in the Yoho/Little Yoho valleys could be relocated for environmental reasons and to provide a better visitor experience.

9% supported the proposal in Option C. A large campground (similar to that at Lake O'Hara) would be provided in the Yoho/Little Yoho valleys.

Horse and Hiker Campgrounds - Ottertail Valley (229 responses)

70% supported the proposal outlined in Option B. The horse and hiker campgrounds in the Ottertail Valley would be separated.

30% preferred no change to the existing situation.

TOPIC: RECREATIONAL USE

Horse Use (229 responses)

81% supported the proposal outlined in Option A. Horse parties would be restricted to small groups.

9% believed that no horse use should be allowed in the area at any time.

4% supported the proposal outlined in Option C. Larger horse parties would be permitted in appropriate areas.

4% believed that should horse parties be allowed in the area, their trails should be separate from the hiking trails.

2% recommended that horse use should be restricted to park personnel.

Snowmobiling (229 responses)

79% supported the proposal outlined in Option A. Snowmobiling would be prohibited.

21% preferred no change to the existing situation.

Backcountry Bicycling (229 responses)

54% preferred no change to the existing situation.

37% supported the proposal outlined in Option B. Backcountry bicycling would be permitted on fire roads, except the Lake O'Hara access road.

8% recommended that no bicycling be allowed in the backcountry.

1% believed bicycles should not be allowed in the parks at all.

Cross-Country Skiing (229 responses)

81% preferred no change to the existing situation.

17% supported the proposal outlined in Option C. Cross-country skiing would be encouraged through the development of trails specifically for skiing, and more sheltered accommodation in the backcountry.

2% suggested that ski trails should be better marked to warn of avalanche hazards.

Facilities for Horse Use (229 responses)

93% preferred no change to the existing situation.

7% supported the proposal outlined in Option C. Horse use would be better accommodated through the provision of loading facilities at trailheads and properly spaced campsites.

TOPIC: MISCELLANEOUS

Communications

Although the topic of communications was not discussed in the proposals, seventeen response forms indicated that there should be more opportunity for obtaining information and that interpretation should be upgraded.

OTHER INPUT

Several of the comments did not directly relate to the proposals presented in the options papers or to a particular area. These are summarized below:

1. Interpretation - Although the public had an opportunity to respond to specific proposals for interpretive facilities and programs, additional comments were made on numerous response forms encouraging Parks Canada to upgrade and expand interpretation in the parks. Providing visitors with more information and education to ensure that visitors understand, appreciate and appropriately use the parks' resources was emphasized.

2. Senior and Disabled Citizens - Numerous references were made to increasing opportunities available to people unable to stand the rigors and pace of hiking. The provision of additional public transportation was the main recommendation. Special conveyances to allow senior citizens and disabled people to visit the backcountry were also mentioned. Many senior citizens and disabled people are able to ride horses, skytrams, snowmobiles and helicopters if these could be made available specifically for their use, suitably designed and conveniently located.

3. Rail Travel - In addition to commenting on proposals relating to rail travel in the options, many respondents had other suggestions. One suggestion was to establish a special unit on the rail line as an information and reception centre. Interpretation and information programs were suggested to assist the public in transit to plan their visit. "In short make the train trip part and parcel of the whole visit to the park."

4. Hang Gliding - Although hang gliding was not included in the proposals presented for comment, the recreational pursuit of hang gliding continues to gain popularity. Meetings were held with the hang gliding association to investigate the appropriateness of this activity as part of the national park experience.

5. Reception Centres - Many respondents assumed the visitor reception centres in the proposals would be manned at all times. This concept received considerable support. The reception centres proposed in the options would not always be manned.

6. Other Comments

- design short interpretive loop trails for children in campgrounds and at outlying commercial accommodation facilities.
- move the Banff airstrip to Canmore.
- provide showering facilities at all campgrounds, including overflow sites.
- remove the "need to reside" clause from Parks Canada Policy.
- fish stocking is needed.
- provide employment for youth in the construction of trails.
- develop a major arts centre and gallery in Banff.
- all bicycles should have a park license for use in the parks.
- move the CN divisional point out of Jasper.
- elk are not natural to the park - they were introduced in 1915. (Editor's note: This statement is incorrect - elk are native to Banff, Jasper, Yoho and Kootenay national parks).
- twenty-four hour notice boards would be very helpful.
- make Canmore the gateway community to Banff, Yoho and Kootenay parks.
- the problem with horse trails is that they have not been properly sited or engineered.
- move all the grizzlies to Swan Hills.
- permit the use of llamas as pack animals.
- install frisby golf courses.